

DLN

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DIAGNOSIS AND REPAIR WORK FLOW

[TRANSFER: ETX13C] < BASIC INSPECTION > BASIC INSPECTION Α DIAGNOSIS AND REPAIR WORK FLOW Work Flow INFOID:0000000007470390 В **DETAILED FLOW** 1.INTERVIEW FROM THE CUSTOMER Clarify customer complaints before inspection. First of all, reproduce symptoms, and understand them fully. Ask customer about his/her complaints carefully. Check symptoms by driving vehicle with customer, if neces-DLN sary. **CAUTION:** Customers are not professional. Never guess easily like "maybe the customer means that...," or "maybe the customer mentions this symptom". Е >> GO TO 2. 2 .CHECK AWD WARNING LAMP F Start the engine and drive at 30 km/h (19 MPH) or more for approximately 1 minute. Does AWD warning lamp turn ON? YES >> GO TO 3. NO >> GO TO 6. 3.PERFORM SELF-DIAGNOSIS Н (P)With CONSULT 1. Perform self-diagnosis for "ALL MODE AWD/4WD". 2. Check malfunction detected by self-diagnosis. 3. Erase self-diagnostic results for "ALL MODE AWD/4WD". >> GO TO 4. f 4.CHECK TERMINALS AND HARNESS CONNECTORS Check pin terminals for damage or loose connection with harness connector. >> GO TO 5. 5.CHECK SYMPTOM REPRODUCTION L (P)With CONSULT Perform DTC reproduction procedure for the error system. Is any error detected? YES >> GO TO 2. NO >> GO TO 6. N 6. PERFORM SYMPTOM DIAGNOSIS Perform the symptom diagnosis for each system. Is any malfunction present? YES >> GO TO 2. NO >> GO TO 7. Р 7. FINAL CHECK (P)With CONSULT Check input/output signal standard of "ALL MODE AWD/4WD".

Is the input/output the standard value?

>> GO TO 2.

>> INSPECTION END

YES

NO

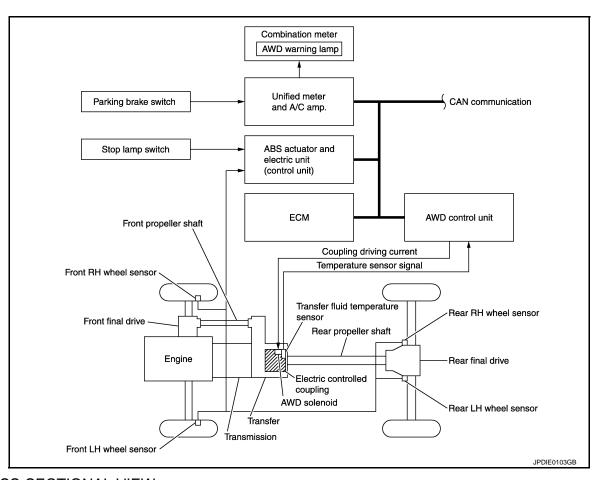
[TRANSFER: ETX13C]

SYSTEM DESCRIPTION

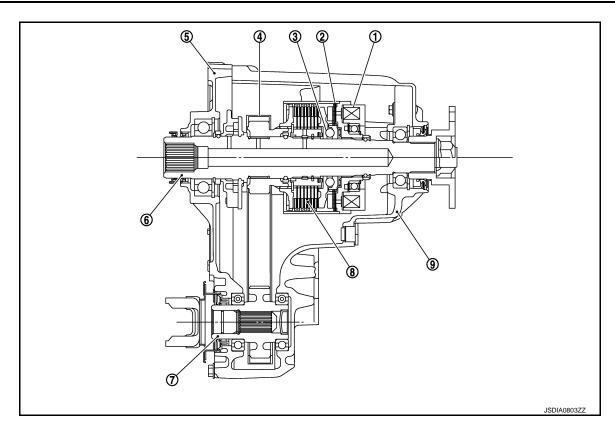
AWD SYSTEM

System Diagram

CONTROL DIAGRAM



CROSS-SECTIONAL VIEW



1. Electromagnet

4. Drive chain

7. Front drive shaft

Control clutch

5. Front case

8. Main clutch

3. Cam

6. Main shaft

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9. Rear case

System Description

DESCRIPTION

- Electronic control allows optimal distribution of torque to front/rear wheels to match road conditions.
- Makes possible stable driving, with no wheel spin, on snowy roads or other slippery surfaces.
- On roads which do not require AWD, it contributes to improved fuel economy by driving in conditions close to rear-wheel drive.
- Sensor inputs determine the vehicle's turning condition, and in response tight cornering/braking are controlled by distributing optimum torque to front wheels.
- It transmits/receives each signal from the following control unit via CAN communication line.

Component parts	Function
ABS actuator and electric unit (control unit)	Transmits the following signals via CAN communication to AWD control unit. • Vehicle speed signal • Stop lamp switch signal (brake signal)
ECM	Transmits the following signals via CAN communication to AWD control unit. • Accelerator pedal position signal • Engine speed signal
Unified meter and A/C amp.	Transmits conditions of parking brake switch via CAN communication to AWD control unit.

NOTE:

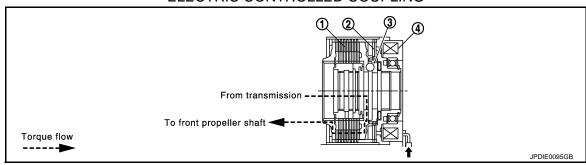
- When driving, if there is a large difference between front and rear wheel speed which continues for a long time, fluid temperature of drive system parts becomes too high and AWD warning lamp blinks quickly. (When AWD warning lamp blinks, vehicle changes to rear-wheel drive conditions.) Also, optional distribution of torque sometimes becomes rigid before lamp blinks quickly, but it is not a malfunction.
- If AWD warning lamp is blinking quickly, stop vehicle and allow it to idle for some time. Blinking will stop and AWD system will be restored.

[TRANSFER: ETX13C] < SYSTEM DESCRIPTION >

- When driving, AWD warning lamp may blink slowly if there is a significant difference in diameter of the tires. At this time, vehicle performance is not fully available and cautious driving is required. (Continues until the engine is turned OFF.)
- If the warning lamp blinks slowly during driving but remains OFF after the engine is restarted, the system is normal. If it again blinks slowly after driving for some time, vehicle must be inspected.
- When there is a difference of revolution speed between the front and rear wheel the shift occasionally changes to direct 4-wheel driving conditions automatically. This is not a malfunction.

OPERATION PRINCIPLE

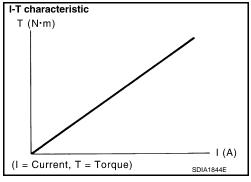
ELECTRIC CONTROLLED COUPLING



Main clutch

2. Control clutch 3. Cam

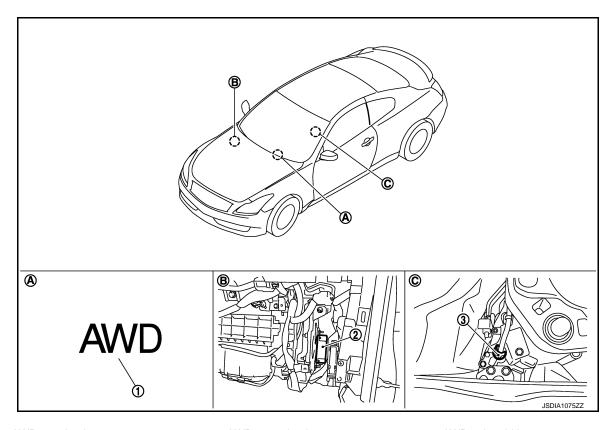
- Electromagnet
- : Current commanded from AWD control unit.
- AWD control unit supplies command current to electric controlled coupling (AWD solenoid).
- Control clutch is engaged by electromagnet and torque is detected in control clutch. 2.
- The cam operates in response to control clutch torque and applies pressure to main clutch. 3.
- Main clutch transmits torque to front wheels according to pressing power.
 - Transmission torque to front wheels is determined according [I-T characteristic to command current.



Component Parts Location

[TRANSFER: ETX13C]

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- AWD warning lamp
- A. Combination meter
- 2. AWD control unit
- B. Glove box assembly removed
- 3. AWD solenoid harness connector
- C. Transfer assembly

Component Description

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Component parts	Reference/Function
AWD control unit	DLN-14, "Description"
Wheel sensors	BRC-32, "Description"
AWD solenoid	DLN-16, "Description"
Transfer fluid temperature sensor	DLN-23, "Description"
Electric controlled coupling	Transmits driving force to rear final drive.
AWD warning lamp	DLN-31, "Description"
ABS actuator and electric unit (control unit)	DLN-15, "Description"
ECM	DLN-20, "Description"
Unified meter and A/C amp.	DLN-31, "Description"

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DIAGNOSIS SYSTEM (AWD CONTROL UNIT)

[TRANSFER: ETX13C]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (AWD CONTROL UNIT)

CONSULT Function

FUNCTION

CONSULT can display each diagnostic item using the diagnostic test modes as follows.

Diagnostic test mode	Function	
ECU Identification	AWD control unit part number can be read.	
Self Diagnostic Result	Self-diagnostic results can be read and erased quickly.	
Data Monitor	Input/Output data in the AWD control unit can be read.	
Active Test	Diagnostic Test Mode in which CONSULT drives some actuators apart from the AWD control and also shifts some parameters in a specified range.	

ECU IDENTIFICATION

AWD control unit part number can be read.

SELF DIAGNOSTIC RESULT

Before performing the self-diagnosis, start the engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute.

Display Item List

Refer to DLN-36, "DTC Index".

How to Erase Self-Diagnostic Results

Before erasing DTC memory, start the engine and drive at 30 km/h (19 MPH) or more for approximately 1 minute. Check that ABS warning lamp turns OFF.

NOTE:

When AWD warning lamp is ON with system malfunction of DTC "C1203", run the vehicle at 30 km/h (19MPH) or more for a minute and check that ABS warning lamp is turned OFF. Then turn ignition switch OFF, and start the engine again. Otherwise AWD warning lamp may not turn OFF even if it is normal.

DATA MONITOR

Display Item List

Monitor item (Unit)	Remarks	
STOP LAMP SW [On/Off]	Stop lamp switch signal status via CAN communication line is displayed.	
ENG SPEED SIG [Run/Stop]	Engine status is displayed.	
ETS ACTUATOR [On/Off]	Operating condition of AWD actuator relay (integrated in AWD control unit) is displayed.	
4WD WARN LAMP [On/Off]	Control status of AWD warning lamp is displayed.	
4WD MODE SW [##]	Mode switch is not equipped, but displayed.	
4WD MODE MON [AUTO]	Control status of AWD is displayed.	
DIS-TIRE MONI [mm]	Improper size tire installed condition is displayed.	
P BRAKE SW [On/Off]	Parking brake switch signal status via CAN communication line is displayed.	
BATTERY VOLT [V]	Power supply voltage for AWD control unit	
THRTL POS SEN [%]	Throttle opening status is displayed.	
ETS SOLENOID [A]	Monitored value of current at AWD solenoid	
FR RH SENSOR [km/h] or [mph]	Wheel speed calculated by front RH wheel sensor signal is displayed.	
FR LH SENSOR [km/h] or [mph]	Wheel speed calculated by front LH wheel sensor signal is displayed.	
RR RH SENSOR [km/h] or [mph]	Wheel speed calculated by rear RH wheel sensor signal is displayed.	
RR LH SENSOR [km/h] or [mph]	Wheel speed calculated by rear LH wheel sensor signal is displayed.	

ACTIVE TEST

Description

DIAGNOSIS SYSTEM (AWD CONTROL UNIT)

< SYSTEM DESCRIPTION >

Use this mode to determine and identify the details of a malfunction based on self-diagnostic results or data monitor. AWD control unit gives drive signal to actuator with receiving command from CONSULT to check operation of actuator.

Test Item

Test item	Condition	Description
ETS S/V (Detects AWD solenoid)	Vehicle stopped Engine running No DTC detected	Change command current value to AWD solenoid, and then change driving mode. (Monitor value is normal if it is within approx. ±10% of command value.) • Qu: Increase current value in increments of 0.2 A • Qd: Decrease current value in increments of 0.2 A • UP: Increase current value in increments of 0.02 A • DOWN: Decrease current value in increments of 0.02 A

CAUTION:

Never energize continuously for a long time.

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C1201 AWD CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

C1201 AWD CONTROL UNIT

Description INFOID:000000007470396

• Controls driving force distribution by signals from each sensor from rear wheel driving mode (0:100) to 4-wheel driving mode (50:50).

• Rear wheel driving conditions is available by fail-safe function if malfunction is detected in AWD system.

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1201	CONTROLLER FAILURE	Malfunction has occurred inside AWD control unit.	Internal malfunction of AWD control unit

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1201" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-14, "Diagnosis Procedure"</u>.

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000007470398

[TRANSFER: ETX13C]

1.PERFORM SELF-DIAGNOSIS

(I) With CONSULT

- Erase self-diagnostic results for "ALL MODE AWD/4WD".
- 2. Turn the ignition switch OFF, and then wait 10 seconds or more.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1201" detected?

YES >> Replace AWD control unit. Refer to <u>DLN-51</u>, "Exploded View".

NO >> Check AWD control unit pin terminals for damage or loose connection with harness connector. If any items are damaged, repair or replace error-detected parts.

C1203 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

[TRANSFER: ETX13C]

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< DTC/CIRCUIT DIAGNOSIS >

C1203 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Description INFOID:000000007470399

Transmits the following signals via CAN communication to AWD control unit.

- Vehicle speed signal
- Stop lamp switch signal (brake signal)

DTC Logic

DTC DETECTION LOGIC

DTC	Display items	Malfunction detected condition	Possible cause
C1203	ABS SYSTEM	Malfunction related to ABS system has been detected by ABS actuator and electric unit (control unit).	ABS malfunction • Vehicle speed signal error

DTC CONFIRMATION PROCEDURE

1. DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Start the engine and drive at 30 km/h (19 MPH) or more for approximately 1 minute.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1203" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-15</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

1.PERFORM ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ABS".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 2.

2. PERFORM SELF-DIAGNOSIS

(P)With CONSULT

- 1. Erase self-diagnostic results for "ALL MODE AWD/4WD".
- 2. Start the engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute.
- 3. Make sure that ABS warning lamp turns OFF.
- 4. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1203" detected?

YES >> Replace AWD control unit. Refer to <u>DLN-51</u>, "Exploded View".

NO >> Check AWD control unit pin terminals for damage or loose connection with harness connector. If any items are damaged, repair or replace error-detected parts.

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Revision: 2013 February DLN-15 2012 G Coupe

C1204 AWD SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

C1204 AWD SOLENOID

Description INFOID:000000007470402

Controls electric controlled coupling by command current from AWD control unit.

DTC Logic

DTC DETECTION LOGIC

DTC	Display items	Malfunction detected condition	Possible cause
C1204	4WD SOLENOID	Malfunction related to AWD solenoid has been detected.	Internal malfunction of electric controlled coupling Malfunction of AWD solenoid power supply circuit (open or short) Malfunction of AWD solenoid command current.

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- 2. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1204" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-16</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000007470404

[TRANSFER: ETX13C]

1. CHECK AWD SOLENOID POWER SUPPLY

- Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- Check the voltage between AWD control unit harness connector and ground.

AWD co	ntrol unit	_	Voltage
Connector Terminal			voltage
F108	9	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform the trouble diagnosis for power supply circuit. Refer to <u>DLN-28</u>, "<u>Diagnosis Procedure</u>".

2.CHECK AWD CONTROL UNIT GROUND

Check the continuity between AWD control unit harness connector and ground.

AWD co	entrol unit		Continuity	
Connector Terminal		_	Continuity	
F108	10	Ground	Existed	
1 100	11	Ground	Existed	

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3.check awd solenoid circuit

- 1. Disconnect AWD solenoid harness connector.
- Check the continuity between AWD control unit harness connector and AWD solenoid harness connector.

C1204 AWD SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

AWD co	ntrol unit	AWD s	solenoid	0 11 11
Connector	Terminal	Connector Terminal		Continuity
F108	1	F57	1	Existed
1 100	2	137	2	LAISIEU

Check the continuity between AWD control unit harness connector and the ground.

AWD co	ntrol unit		Continuity
Connector Terminal			Continuity
F108	1	Ground	Not existed
1 100	2	Glound	Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4.CHECK AWD SOLENOID

Check the resistance between AWD solenoid harness connector terminals. Refer to DLN-17, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> AWD solenoid is malfunctioning. Replace electric controlled coupling. Refer to DLN-68, "Exploded View".

5. CHECK TERMINALS AND HARNESS CONNECTORS

- Check AWD control unit pin terminals for damage or loose connection with harness connector.
- 2. Check AWD solenoid pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace AWD control unit. Refer to DLN-51, "Exploded View".

NO >> Repair or replace error-detected parts.

Component Inspection

1. CHECK AWD SOLENOID

- Turn the ignition switch OFF.
- Disconnect AWD solenoid harness connector. 2.
- Check the resistance between AWD solenoid harness connector terminals.

AWD s	olenoid	Resistance (Approx.)
Terminal		Resistance (Approx.)
1 2		2.45 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> AWD solenoid is malfunctioning. Replace electric controlled coupling. Refer to DLN-68, "Exploded View".

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INFOID:0000000007470405

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C1205 AWD ACTUATOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

C1205 AWD ACTUATOR RELAY

Description INFOID:000000007470406

AWD solenoid is supplied with voltage by the internal circuit of AWD control unit.

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1205	4WD ACTUATOR RLY	Malfunction has been detected from AWD actuator relay integrated with AWD control unit, or malfunction related to AWD solenoid has been detected.	Internal malfunction of AWD control unit Malfunction of AWD solenoid power supply circuit (Ground short)

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- 2. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1205" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-18</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000007470408

[TRANSFER: ETX13C]

1. CHECK AWD SOLENOID CIRCUIT (1)

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- 3. Check the continuity between AWD control unit harness connector and the ground.

AWD co	ntrol unit		Continuity	
Connector Terminal		_	Continuity	
F108	1	Ground	Not existed	
1 100	2	Giouria	inot existed	

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2.

2. CHECK AWD SOLENOID

- 1. Disconnect AWD solenoid harness connector.
- Check the continuity between AWD solenoid harness connector and the ground.

AWD solenoid		Continuity	
Terminal			
1	Ground	Not existed	
2	Glound		

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace electric controlled coupling. Refer to <u>DLN-68</u>, "Exploded View".

3.check awd solenoid circuit

Check the continuity between AWD control unit harness connector and the ground.

C1205 AWD ACTUATOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

AWD co	ntrol unit		Continuity
Connector Terminal		_	Continuity
F108	1	Ground	Not existed
1 100	2	Ground	Not existed

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Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4. CHECK TERMINALS AND HARNESS CONNECTORS

- 1. Check AWD control unit pin terminals for damage or loose connection with harness connector.
- 2. Check AWD solenoid pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> After connecting each harness connector, perform DTC confirmation procedure again. When DTC "C1205" is detected, replace AWD control unit. Refer to DLN-51, "Exploded View".

NO >> Repair or replace damaged parts.

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C1210 ECM

Description INFOID:000000007470409

Transmits the following signals via CAN communication to AWD control unit.

- Accelerator pedal position signal
- Engine speed signal

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1210	ENGINE SIGNAL 1	Malfunction related to engine signal has been detected.	Malfunction of engine control system

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Start the engine. Drive the vehicle for a while.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1210" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-20</u>, "<u>Diagnosis Procedure</u>".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000007470411

[TRANSFER: ETX13C]

1.PERFORM ECM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ENGINE".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 2.

2.perform self-diagnosis

(P)With CONSULT

- Erase self-diagnostic results for "ALL MODE AWD/4WD".
- Turn the ignition switch OFF.
- 3. Start the engine. Drive the vehicle for a while.
- 4. Stop the vehicle. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "C1210" detected?

YES >> Replace AWD control unit. Refer to <u>DLN-51</u>, "Exploded View".

NO >> Check AWD control unit pin terminals for damage or loose connection with harness connector. If any items are damaged, repair or replace error-detected parts.

P1804 TRANSFER CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

[TRANSFER: ETX13C]

P1804 TRANSFER CONTROL UNIT

Description INFOID:0000000007470412

 Controls driving force distribution by signals from each sensor from rear wheel driving mode (0:100) to 4wheel driving mode (50:50).

• Rear wheel driving conditions is available by fail-safe function if malfunction is detected in AWD system.

DTC Logic INFOID:0000000007470413

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
P1804	CONTROL UNIT 3	Malfunction has occurred inside AWD control unit.	Malfunction is detected in the memory (EEPROM) system of transfer control unit.

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- Turn the ignition switch ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "P1804" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-21, "Diagnosis Procedure"</u>.

NO >> INSPECTION END

Diagnosis Procedure

1. REPLACE AWD CONTROL UNIT

CAUTION:

Replace AWD control unit when self-diagnostic results show items other than this DTC simultaneously, too.

>> Replace AWD control unit. Refer to <u>DLN-51, "Exploded View"</u>.

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P1809 TRANSFER CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

P1809 TRANSFER CONTROL UNIT

Description INFOID:000000007470415

• Controls driving force distribution by signals from each sensor from rear wheel driving mode (0:100) to 4-wheel driving mode (50:50).

• Rear wheel driving conditions is available by fail-safe function if malfunction is detected in AWD system.

DTC Logic

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
P1809	CONTROL UNIT 4	Malfunction has occurred inside AWD control unit.	AD converter system of transfer control unit is malfunctioning.

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch ON.
- 2. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "P1809" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-22, "Diagnosis Procedure"</u>.

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000007470417

[TRANSFER: ETX13C]

1. REPLACE AWD CONTROL UNIT

CAUTION:

Replace AWD control unit when self-diagnostic results show items other than this DTC simultaneously, too.

>> Replace AWD control unit. Refer to DLN-51, "Exploded View".

P1826 TRANSFER FLUID TEMPERATURE

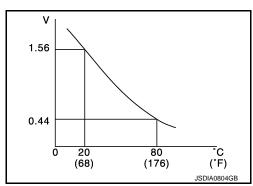
< DTC/CIRCUIT DIAGNOSIS >

[TRANSFER: ETX13C]

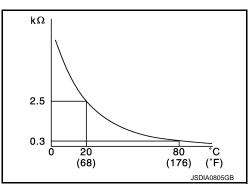
P1826 TRANSFER FLUID TEMPERATURE

Description INFOID:0000000007470418

 Transfer fluid temperature sensor detects the transfer fluid temperature and transmits a signal to AWD control unit.



 The electrical resistance of the sensor decreases as temperature increases.



DTC Logic INFOID:0000000007470419

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
P1826	OIL TEMP SEN	Transfer fluid temperature sensor voltage condition is continued 0 V or more than 2.45 V for several seconds.	Malfunction of transfer fluid temperature sensor or transfer fluid temperature sensor circuit. Malfunction of AWD control unit.

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- Turn the ignition switch ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "P1826" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-23, "Diagnosis Procedure"</u>.

>> INSPECTION END NO

Diagnosis Procedure

1.CHECK TRANSFER FLUID TEMPERATURE SENSOR SIGNAL (1)

- Turn the ignition switch OFF.
- 2. Disconnect AWD solenoid harness connector.
- 3. Turn the ignition switch ON.
- Check the voltage between AWD solenoid harness connector terminals.

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P1826 TRANSFER FLUID TEMPERATURE

[TRANSFER: ETX13C]

< DTC/CIRCUIT DIAGNOSIS >

	AWD solenoid			
Connector	Terr	(Approx.)		
F57	6 7		2.5 V	

Is the inspection result normal?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK TRANSFER FLUID TEMPERATURE SENSOR

Check the resistance between transfer fluid temperature sensor harness connector terminals. Refer to <u>DLN-25</u>, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace transfer fluid temperature sensor. Refer to DLN-68, "Exploded View".

3.CHECK TRANSFER FLUID TEMPERATURE SENSOR SIGNAL (2)

Check the voltage between AWD solenoid harness connector and ground.

AWD s	solenoid	_	Voltage
Connector Terminal			(Approx.)
F57	6	Ground	2.5 V

Is the inspection result normal?

YES >> GO TO 4. NO >> GO TO 5.

4. CHECK AWD CONTROL UNIT GROUND

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- 3. Check the continuity between AWD control unit harness connector and ground.

AWD co	ntrol unit		Continuity	
Connector Terminal		_	Continuity	
F108	10	Ground	Existed	
F100	11	Giodila	Existed	

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace error-detected parts.

5. CHECK TRANSFER FLUID TEMPERATURE SENSOR CIRCUIT

- 1. Turn the ignition switch OFF.
- Disconnect AWD control unit harness connector.
- Check the continuity between AWD control unit harness connector and AWD solenoid harness connector.

AWD control unit		AWD solenoid		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F108	13	F57	6	Existed
1 100	3	137	7	LAISIEU

4. Check the continuity between AWD control unit harness connector and the ground.

P1826 TRANSFER FLUID TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

AWD co	ntrol unit		Continuity	
Connector	Connector Terminal		Continuity	
F108	13	Ground Not exist		
1 100	3	Glound	Not existed	

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Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace error-detected parts.

6. CHECK TERMINALS AND HARNESS CONNECTORS

Check AWD control unit pin terminals for damage or loose connection with harness connector.

Check transfer fluid temperature sensor pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace AWD control unit. Refer to DLN-51, "Exploded View".

NO >> Repair or replace error-detected parts.

Component Inspection

INFOID:0000000007470421

[TRANSFER: ETX13C]

1. CHECK TRANSFER FLUID TEMPERATURE SENSOR

Turn ignition switch OFF.

2. Disconnect AWD solenoid harness connector.

3. Check resistance between AWD solenoid harness connector terminals.

AWD s	olenoid	Condition	Resistance	
Terminal		Condition	(Approx.)	
6	7	20°C (68°F)	2.5 kΩ	
	,	80°C (176°F)	0.3 kΩ	

Is inspection result normal?

NO

YES >> INSPECTION END

>> Transfer fluid temperature sensor is malfunctioning. Replace electric controlled coupling. Refer to DLN-68, "Exploded View".

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Revision: 2013 February DLN-25

2012 G Coupe

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

U1000 CAN COMM CIRCUIT

DescriptionINFOID:000000007470422

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit communicate data but selectively reads required data only.

DTC Logic INFOID:000000007470423

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
U1000	CAN COMM CIRCUIT	AWD control unit is not transmitting/receiving CAN communication signal for 2 seconds or more.	CAN communication error Malfunction of AWD control unit

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(I) With CONSULT

- 1. Turn the ignition switch OFF to ON.
- 2. Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "U1000" detected?

YES >> Proceed to diagnosis procedure. Refer to <u>DLN-26, "Diagnosis Procedure"</u>.

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000007470424

[TRANSFER: ETX13C]

Proceed to LAN-16, "Trouble Diagnosis Flow Chart".

U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

U1010 CONTROL UNIT (CAN)

Description INFOID:0000000007470425

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H line, CAN-L line) allowing a high rate of information transmission with less wiring. Each control unit communicate data but selectively reads required data only.

DTC Logic INFOID:0000000007470426

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
U1010	CONTROL UNIT (CAN)	Detecting error during the initial diagnosis of CAN controller of AWD control unit.	Malfunction of AWD control unit

DTC CONFIRMATION PROCEDURE

1.DTC REPRODUCTION PROCEDURE

(P)With CONSULT

- 1. Turn the ignition switch OFF to ON.
- Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "U1010" detected?

YES >> Proceed to diagnosis procedure. Refer to DLN-27, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

CHECK AWD CONTROL UNIT

Check AWD control unit harness connector for disconnection and deformation.

Is the inspection result normal?

YES >> Replace AWD control unit. Refer to DLN-51, "Exploded View".

NO >> Repair or replace error-detected parts. DLN

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[TRANSFER: ETX13C]

INFOID:0000000007470427

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

POWER SUPPLY AND GROUND CIRCUIT

Description

Supplies power to AWD control unit.

Diagnosis Procedure

INFOID:0000000007470429

[TRANSFER: ETX13C]

1. CHECK AWD CONTROL UNIT POWER SUPPLY (1)

- 1. Turn the ignition switch OFF.
- 2. Disconnect AWD control unit harness connector.
- 3. Check the voltage between AWD control unit harness connector and ground.

AWD control unit		_	Voltage (Approx.)
Connector	Terminal	_	voltage (Approx.)
F108	7	Ground	0 V

4. Turn the ignition switch ON.

CAUTION:

Never start the engine.

5. Check the voltage between AWD control unit harness connector and ground.

AWD control unit		_	Voltage
Connector	Terminal	_	voitage
F108	7	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3. NO >> GO TO 2.

2.CHECK AWD CONTROL UNIT POWER SUPPLY (2)

- 1. Turn the ignition switch OFF.
- 2. Check the 10A fuse (#45).
- 3. Disconnect IPDM E/R harness connector.
- 4. Check the continuity between AWD control unit harness connector and IPDM E/R harness connector.

AWD control unit		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F108	7	E5	25	Existed

5. Check the continuity between AWD control unit harness connector and the ground.

AWD control unit			Continuity
Connector	Terminal	_	Continuity
F108	7	Ground	Not existed

Is the inspection result normal?

YES >> Perform the trouble diagnosis for ignition power supply circuit. Refer to <u>PG-22, "Wiring Diagram - IGNITION POWER SUPPLY -"</u>.

NO >> Repair or replace error-detected parts.

3.CHECK AWD CONTROL UNIT POWER SUPPLY (3)

- 1. Turn the ignition switch OFF.
- 2. Check the voltage between AWD control unit harness connector and ground.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

AWD control unit			Voltage (Approx.)
Connector	Terminal	_	Voltage (Approx.)
F108	15	Ground	Battery voltage

Turn the ignition switch ON.

CAUTION:

Never start the engine.

4. Check the voltage between AWD control unit harness connector and ground.

AWD control unit		_	Voltage
Connector	Terminal	_	voltage
F108	15	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. CHECK AWD CONTROL UNIT POWER SUPPLY (4)

- Turn the ignition switch OFF.
- 2. Check the 10A fuse (#11).
- 3. Disconnect fuse block (J/B) harness connector.
- 4. Check the continuity between AWD control unit harness connector and fuse block (J/B).

AWD co	AWD control unit		ock (J/B)	Continuity
Connector	Terminal	Connector	Terminal	Continuity
F108	15	M1	1A	Existed

Check the continuity between AWD control unit harness connector and the ground.

AWD control unit			Continuity
Connector	Terminal	_	Continuity
F108	15	Ground	Not existed

Is the inspection result normal?

>> Perform the trouble diagnosis for power supply circuit. Refer to PG-6, "Wiring Diagram - BAT-TERY POWER SUPPLY -".

NO >> Repair or replace error-detected parts.

5. CHECK AWD SOLENOID POWER SUPPLY (1)

- Turn the ignition switch OFF.
- Disconnect AWD solenoid harness connector.
- 3. Check the voltage between AWD control unit harness connector and ground.

AWD control unit			Voltage
Connector	Terminal	_	voltage
F108	9	Ground	Battery voltage

Turn the ignition switch ON.

CAUTION:

Never start the engine.

5. Check the voltage between AWD control unit harness connector and ground.

AWD control unit		_	Voltage
Connector	Terminal	_	vollage
F108	9	Ground	Battery voltage

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POWER SUPPLY AND GROUND CIRCUIT

[TRANSFER: ETX13C]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

6.CHECK AWD SOLENOID POWER SUPPLY (2)

- 1. Turn the ignition switch OFF.
- 2. Check the 10A fuse (#33).
- 3. Check the harness for open or short between AWD control unit harness connector No.9 terminal and fuse box.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit. Refer to <u>PG-6. "Wiring Diagram - BAT-TERY POWER SUPPLY -"</u>.

NO >> Repair or replace error-detected parts.

7.CHECK AWD CONTROL UNIT GROUND

- 1. Turn the ignition switch OFF.
- 2. Check the continuity between AWD control unit harness connector and ground.

AWD control unit			Continuity
Connector	Terminal	_	Continuity
F108	10	Ground	Existed
F108	11	Ground	LXISIEU

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace error-detected parts.

AWD WARNING LAMP

Description INFOID:000000007470430

• Turns ON when there is a malfunction in AWD system. AWD warning lamp indicates the vehicle is in fail-safe mode and shifting to rear-wheel drive or 4-wheel drive (front-wheels still have some driving torque).

Also turns ON when ignition switch is turned ON, for the purpose of lamp check. Turns OFF approximately
for 1 second after the engine starts if system is normal.

AWD WARNING LAMP INDICATION

Condition	AWD warning lamp	
Lamp check	Turns ON when ignition switch is turned ON. Turns OFF approx. 1 second after the engine start.	
AWD system malfunction	ON	
Protection function is activated due to heavy load to electric controlled coupling. (AWD system is not malfunctioning and AWD system changes to rear wheel drive.)	Quick blinking: 2 times/second (Blinking in approx. 1 minute and then turning OFF)	
Large difference in diameter of front/rear tires	Slow blinking: 1 time/2 seconds (Continuing to blink until turning ignition switch OFF)	
Other than above (system normal)	OFF	

CAUTION:

AWD warning lamp also turns ON due to data reception error, CAN communication error etc.

Component Function Check

INFOID:0000000007470431

[TRANSFER: ETX13C]

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1. CHECK AWD WARNING LAMP FUNCTION

- 1. Turn the ignition switch ON.
- 2. Check that AWD warning lamp lights up.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to diagnosis procedure. Refer to <u>DLN-31, "Diagnosis Procedure"</u>.

Diagnosis Procedure

INFOID:0000000007470432

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1. CHECK POWER SUPPLY AND GROUND CIRCUIT

Perform the trouble diagnosis for power supply and ground circuit. Refer to <u>DLN-28, "Diagnosis Procedure"</u>.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the error-detected parts.

2. PERFORM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ALL MODE AWD/4WD".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 3.

3.CHECK AWD WARNING LAMP SIGNAL

(P)With CONSULT

Turn the ignition switch ON.

CAUTION:

Never start the engine.

2. Check "4WD WARN LAMP" of CONSULT "DATA MONITOR" for "ALL MODE AWD/4WD".

Does the item on "DATA MONITOR" indicate "On"?

YES >> GO TO 4.

AWD WARNING LAMP

[TRANSFER: ETX13C]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace AWD control unit. Refer to <u>DLN-51</u>, "<u>Exploded View</u>".

4. CHECK COMBINATION METER POWER SUPPLY CIRCUIT

Perform the trouble diagnosis for combination meter power supply circuit. Refer to MWI-51, "COMBINATION METER: Diagnosis Procedure".

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace the error-detected parts.

[TRANSFER: ETX13C]

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В

ECU DIAGNOSIS INFORMATION

AWD CONTROL UNIT

Reference Value INFOID:0000000007470433

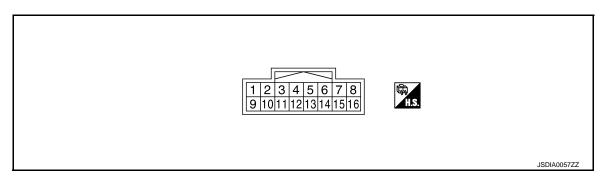
VALUES ON THE DIAGNOSIS TOOL

Monitor item	Condition	Value/Status
STOD LAMP SW	Brake pedal: Depressed	On
STOP LAMP SW	Brake pedal: Released	Off
ENG SPEED SIG	Engine stopped (Engine speed: Less than 400 rpm)	Stop
ENG OF LED SIG	Engine running (Engine speed: 400 rpm or more)	Run
ETS ACTUATOR	Brake pedal: Depressed Brake pedal: Released Engine stopped (Engine speed: Less than 400 rpm) Engine running (Engine speed: 400 rpm or more) Engine stopped (Ignition switch: ON) Engine running AWD warning lamp: ON AWD warning lamp: OFF Always N Engine running Vehicle running with normal size tire installed Vehicle running with improper size tire installed (Front/rear tire size difference, wear condition) Parking brake operated Parking brake not operated Always Bat When depressing accelerator pedal (Value rises gradually in response to throttle position.) Engine running • At idle speed Engine running • 3,000 rpm or more constant Vehicle stopped Vehicle running CAUTION: Check air pressure of tire under standard condition. Vehicle stopped Vehicle running CAUTION: Check air pressure of tire under standard condition. Vehicle stopped Vehicle stopped 0.00 kr Check air pressure of tire under standard condition. Vehicle stopped Vehicle running CAUTION: Check air pressure of tire under standard condition.	Off
LIGACIDATOR	Engine running	On
4WD WARN LAMP	AWD warning lamp: ON	On
4VVD WARN LAWP	AWD warning lamp: OFF	Off
4WD MODE SW	Always	##
4WD MODE MON	Engine running	AUTO
	Vehicle running with normal size tire installed	0 – 4 mm
DIS-TIRE MONI		4 – 8 mm, 8 – mm
D DDAKE OW	Parking brake operated	On
P BRAKE SW	Parking brake not operated	Off
BATTERY VOLT	Always	Battery voltage
THRTL POS SEN		0 – 100%
ETS SOLENOID		Approx. 0.000 A
E13 SOLLNOID		Approx. 0.000 – 0.500 A*
	Vehicle stopped	0.00 km/h (0.00 mph)
FR RH SENSOR	CAUTION:	Approx. equal to the indication on speedometer (Inside of ±10%)
	Vehicle stopped	0.00 km/h (0.00 mph)
FR LH SENSOR	CAUTION:	Approx. equal to the indication on speedometer (Inside of ±10%)
RR RH SENSOR	Vehicle stopped	0.00 km/h (0.00 mph)
	Vehicle running CAUTION: Check air pressure of tire under standard condition.	Approx. equal to the indication on speedometer (Inside of ±10%)
	Vehicle stopped	0.00 km/h (0.00 mph)
RR LH SENSOR	Vehicle running CAUTION: Check air pressure of tire under standard condition.	Approx. equal to the indication on speedometer (Inside of ±10%)

^{*:} The values are changed by throttle opening and engine speed.

TERMINAL LAYOUT





PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output	Condition	Value (Approx.)
1	Ground	AWD solenoid power sup-	Output	Engine speed: At idle	0 V
(BR) Ground		ply	Output	Engine speed: 3,000 rpm or more constant	2.5 V*
2	2 Ground	AWD solenoid ground	_	Engine speed: At idle	0 V
(Y)	Ground	AVVD Soletiola ground		Engine speed: 3,000 rpm or more constant	0 V
3 (W)	Ground	Transfer fluid temperature sensor ground	_	Always	0 V
7	7 (G) Ground	Ignition switch	Input	Ignition switch: ON	Battery voltage
(G)				Ignition switch: OFF	0 V
8 (L)	_	CAN-H	Input/ Output	_	_
9 (O)	Ground	Power supply (AWD sole- noid)	Input	Always	Battery voltage
10 (B)	Ground	Ground	_	Always	0 V
11 (B)	Ground	Ground	_	Always	0 V
13	13 Ground	Transfer fluid temperature sensor power supply	Output	Transfer temperature: 20°C (68°F)	1.56 V
(LG)	Giouila			Transfer temperature: 80°C (176°F)	0.44 V
15 (Y)	Ground	Power supply (AWD control unit)	Input	Always	Battery voltage
16 (P)	_	CAN-L	Input/ Output	_	_

^{*:} The values are changed by throttle opening and engine speed.

CAUTION:

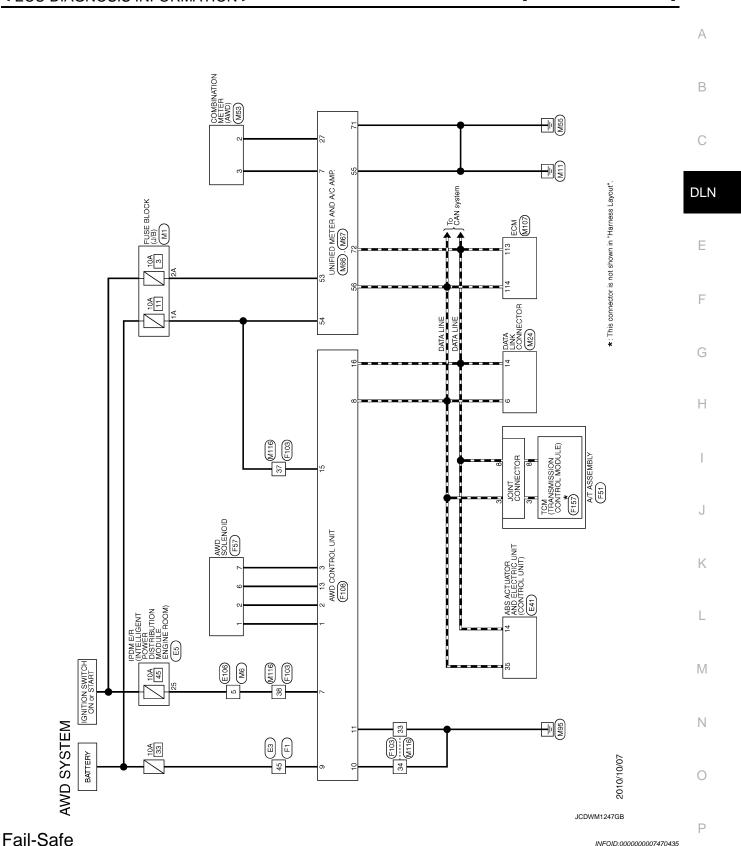
When using circuit tester to measure voltage for inspection, be sure not to extend forcibly any connector terminals.

Wiring Diagram - AWD SYSTEM -

INFOID:0000000007470434

For connector terminal arrangements, harness layouts, and alphabets in a (option abbreviation; if notdescribed in wiring diagram), refer to GI-12, "Connector Information".

[TRANSFER: ETX13C]



AWD system

• If any malfunction occurs in AWD electrical system, and control unit detects the malfunction, AWD warning lamp on combination meter turns ON to indicate system malfunction.

• When AWD warning lamp is ON, vehicle changes to rear-wheel drive or shifts to 4-wheel drive (front-wheels still have some driving torque).

AWD CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

AWD system activates its protection function (shuts down AWD system temporarily) if AWD system detects
high load continuously or the front wheel tire size differs from the rear tire size. (AWD system is automatically restored if AWD system no longer detects any overload or the tire size difference is eliminated.)

Mode	Warning lamp	DTC	Detected area (Error area)	Error area and root cause
Protection function	Blinking*1	_	AWD control unit	Transfer assembly in protection mode. It is not malfunction. (Internal temperature rise of electric controlled coupling)
	Blinking*2	_	Outer diameters of front and rear wheel tires	Malfunction in each tire or different tire diameter
Fail-safe	ON	C1201	AWD control unit	Internal malfunction of AWD control unit
		C1203	ABS actuator and electric unit (control unit)	Malfunction of ABS actuator and electric unit (control unit) Vehicle speed signal error
		C1204	AWD solenoid	Internal malfunction of electric controlled coupling Malfunction of AWD solenoid power supply circuit (open or short) Malfunction of AWD solenoid command current.
		C1205	AWD control unit AWD solenoid	Internal malfunction of AWD control unit Malfunction of AWD solenoid power supply circuit (ground short)
		C1210	ECM	Malfunction of engine control system
		P1804	AWD control unit	Internal malfunction of AWD control unit
		P1809	AWD control unit	Internal malfunction of AWD control unit
		P1826	Transfer fluid temperature sensor	Internal malfunction of electric controlled coupling
		U1000	CAN communication line	CAN communication error Malfunction of AWD control unit
		U1010	AWD control unit	Malfunction of AWD control unit

^{*1:} Quick blinking: 2 times/second (blinking for approximately 1 minute and then turned OFF)

DTC Inspection Priority Chart

INFOID:0000000007470436

[TRANSFER: ETX13C]

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

Priority	Detected items (DTC)			
1	U1000 CAN COMM CIRCUIT U1010 CONTROL UNIT (CAN)			
2	 C1201 CONTROLLER FAILURE C1205 4WD ACTUATOR RLY P1804 CONTROL UNIT 3 P1809 CONTROL UNIT 4 			
3	C1204 4WD SOLENOID P1826 OIL TEMP SEN			
4	C1203 ABS SYSTEM C1210 ENGINE SIGNAL 1			

DTC Index

DTC	Display Items	Reference
C1201	CONTROLLER FAILURE	DLN-14, "DTC Logic"
C1203	ABS SYSTEM	DLN-15, "DTC Logic"
C1204	4WD SOLENOID	DLN-16, "DTC Logic"

^{*2:} Slow blinking: 1 time/2 seconds (continuing to blink until ignition switch is turned OFF)

AWD CONTROL UNIT

< ECU DIAGNOSIS INFORMATION >

DTC	Display Items	Reference
C1205	4WD ACTUATOR RLY	DLN-18, "DTC Logic"
C1210	ENGINE SIGNAL 1	DLN-20, "DTC Logic"
P1804	CONTROL UNIT 3	DLN-21, "DTC Logic"
P1809	CONTROL UNIT 4	DLN-22, "DTC Logic"
P1826	OIL TEMP SEN	DLN-23, "DTC Logic"
U1000	CAN COMM CIRCUIT	DLN-26, "DTC Logic"
U1010	CONTROL UNIT (CAN)	DLN-27, "DTC Logic"

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AWD WARNING LAMP DOES NOT TURN ON

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

AWD WARNING LAMP DOES NOT TURN ON

Description INFOID:000000007470438

AWD warning lamp does not turn ON when the ignition switch is turned to ON.

Diagnosis Procedure

INFOID:0000000007470439

[TRANSFER: ETX13C]

1. CHECK AWD WARNING LAMP

Perform the trouble diagnosis for AWD warning lamp. Refer to <u>DLN-31, "Diagnosis Procedure"</u>. <u>Is the inspection result normal?</u>

YES >> Check each harness connector pin terminal for malfunction or disconnection.

NO >> Repair or replace the error-detected parts.

AWD WARNING LAMP DOES NOT TURN OFF

[TRANSFER: ETX13C] < SYMPTOM DIAGNOSIS > AWD WARNING LAMP DOES NOT TURN OFF Α Description INFOID:0000000007470440 AWD warning lamp does not turn OFF several seconds after the engine started. В Diagnosis Procedure INFOID:0000000007470441 1. PERFORM SELF-DIAGNOSIS C (P)With CONSULT Perform self-diagnosis for "ALL MODE AWD/4WD". DLN Is any DTC detected? >> Check the DTC. YES NO >> GO TO 2. Е 2.CHECK AWD WARNING LAMP Perform the trouble diagnosis of the AWD warning lamp. Refer to <u>DLN-31</u>, "Diagnosis Procedure". F Is the inspection result normal? YES >> GO TO 3. NO >> Repair or replace the error-detected parts. 3.CHECK AWD CONTROL UNIT POWER SUPPLY AND GROUND CIRCUIT Perform the trouble diagnosis of the power supply and ground circuit. Refer to DLN-28, "Diagnosis Procedure". Н Is the inspection result normal? YES >> Check each harness connector pin terminal for malfunction or disconnection. NO >> Repair or replace the error-detected parts. K L M Ν

HEAVY TIGHT-CORNER BRAKING SYMPTOM OCCURS

< SYMPTOM DIAGNOSIS >

HEAVY TIGHT-CORNER BRAKING SYMPTOM OCCURS

Description INFOID:000000007470442

Heavy tight-corner braking symptom occurs when the vehicle is driven and the steering wheel is turned fully to either side after the engine is started.

NOTE:

Light tight-corner braking symptom may occur depending on driving conditions. This is not malfunction.

Diagnosis Procedure

INFOID:0000000007470443

[TRANSFER: ETX13C]

1.PERFORM ECM SELF-DIAGNOSIS

(A) With CONSULT

Perform self-diagnosis for "ENGINE".

Is any DTC detected?

YES >> Check the DTC.

NO >> GO TO 2.

2.PERFORM SELF-DIAGNOSIS

(P)With CONSULT

Perform self-diagnosis for "ALL MODE AWD/4WD".

Is DTC "U1000" detected?

YES >> CAN specification chart. Refer to <u>LAN-16</u>, "Trouble <u>Diagnosis Flow Chart"</u>.

NO >> GO TO 3.

3.check transfer fluid temperature sensor

Perform the trouble diagnosis of the transfer fluid temperature sensor. Refer to <u>DLN-23</u>, "<u>Diagnosis Procedure</u>".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace the error-detected parts.

4. CHECK AWD SOLENOID

Perform the trouble diagnosis of the AWD solenoid. Refer to DLN-16, "Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace the error-detected parts.

5.CHECK ELECTRIC CONTROLLED COUPLING

- 1. Turn the ignition switch OFF.
- 2. Set the transmission to neutral. Release the parking brake.
- Lift up the vehicle.
- 4. Rotate the rear propeller shaft.
- 5. Hold the front propeller shaft lightly.

Does the front propeller shaft rotate?

YES >> Replace electric controlled coupling for mechanical malfunction (clutch sticking etc.). Refer to <u>DLN-68, "Exploded View"</u>.

NO >> Check each harness connector pin terminal for disconnection.

VEHICLE DOES NOT ENTER AWD MODE [TRANSFER: ETX13C] < SYMPTOM DIAGNOSIS > VEHICLE DOES NOT ENTER AWD MODE Α Description INFOID:0000000007470444 Vehicle does not enter 4-wheel drive mode even though AWD warning lamp turned to OFF. В Diagnosis Procedure INFOID:0000000007470445 1. CHECK AWD WARNING LAMP C Turn the ignition switch ON. Does AWD warning lamp turn ON? DLN YES >> GO TO 2. NO >> Proceed to diagnosis procedure. Refer to DLN-31, "Diagnosis Procedure". 2. CRUISE TEST Е Drive the vehicle for a period of time. Does any symptom occur? YES >> Replace electric controlled coupling for mechanical malfunction (mechanical engagement of clutch is not possible). Refer to <u>DLN-68, "Exploded View"</u>. NO >> Check each harness connector pin terminal for disconnection. Н K L M Ν

AWD WARNING LAMP BLINKS QUICKLY

[TRANSFER: ETX13C]

< SYMPTOM DIAGNOSIS >

AWD WARNING LAMP BLINKS QUICKLY

Description INFOID:0000000007470446

While driving, AWD warning lamp blinks 2 times in 1 second and it turns OFF after 1 minute.

- This symptom protects drivetrain parts when a heavy load is applied to the electric controlled coupling and multiple disc clutch temperature increases. Also, optional distribution of torque sometimes becomes rigid before lamp blinks quickly. Both cases are not malfunction.
- When this symptom occurs, stop vehicle and allow it to idle for some times. Blinking will stop and system will be restored.

AWD WARNING LAMP BLINKS SLOWLY

[TRANSFER: ETX13C] < SYMPTOM DIAGNOSIS > AWD WARNING LAMP BLINKS SLOWLY Α Description INFOID:0000000007470447 AWD warning lamp blinks at approximately 2 seconds intervals while driving. В Diagnosis Procedure INFOID:0000000007470448 1.CHECK TIRE Check the following. Tire pressure DLN Wear condition • Front and rear tire size (There is no difference between front and rear tires.) Is the inspection result normal? Е YES >> GO TO 2. >> Repair or replace error-detected parts. And then, drive the vehicle at speed of 20 km/h (12 MPH) NO or more for 5 seconds or more. Improper size information is initialized accordingly. 2.CHECK INPUT SIGNAL OF TIRE DIAMETER F (P)With CONSULT Start the engine. Drive at 20 km/h (12 MPH) or more for approximately 4 minutes. Check "DIS-TIRE MONI" of CONSULT "DATA MONITOR" for "ALL MODE AWD/4WD". Does the item on "DATA MONITOR" indicate "0 - 4 mm"? Н YES >> INSPECTION END NO >> GO TO 3. 3. TERMINAL INSPECTION Check AWD control unit harness connector for disconnection. Is the inspection result normal? YES >> Replace AWD control unit. Refer to <u>DLN-51</u>, "Exploded View". NO >> Repair or replace the error-detected parts. K L M Ν

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[TRANSFER: ETX13C]

INFOID:0000000007470449

< SYMPTOM DIAGNOSIS >

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

Use the chart below to find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference		DLN-50, "Inspection"		DLN-58, "Exploded View"	DLN-58, "Exploded View"	DLN-71, "Inspection"	DLN-71, "Inspection"	DLN-66, "Inspection"	
SUSPECTED P (Possible cause		TRANSFER FLUID (Level low)	TRANSFER FLUID (Wrong)	TRANSFER FLUID (Level too high)	LIQUID GASKET (Damaged)	OIL SEAL (Worn or damaged)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	TRANSFER CASE (Damaged)
Symptom	Noise	1	2				3	3	3
	Transfer fluid leakage		4	1	2	2			3

PRECAUTIONS

[TRANSFER: ETX13C] < PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

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Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for Battery Service

INFOID:0000000007470452

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Service Notice or Precautions for Transfer

INFOID:0000000007470453

- Never reuse transfer fluid, once it has been drained.
- Check the fluid level or replace the fluid only with the vehicle parked on level ground.
- During removal or installation, keep inside of transfer clear of dust or dirt.
- Replace all tires at the same time. Always use tires of the proper size and the same brand and pattern. Fitting improper size and unusually worn tires applies excessive force to vehicle mechanism and can cause longitudinal vibration.
- Disassembly should be done in a clean work area, it is preferable to work in dustproof area.
- Before proceeding with disassembly, thoroughly clean the transfer. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they do not interfere with the function of the parts when applied.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with a new ones if necessary.
- Gaskets, seals and O-rings should be replaced any time the transfer is disassembled.

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PRECAUTIONS

< PRECAUTION > [TRANSFER: ETX13C]

• In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, use it.

- Observe the specified torque when assembling.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- Clean inner parts with lint-free cloth or towels. Do not use cotton work gloves and rags to prevent adhering fibers.

PREPARATION

< PREPARATION > [TRANSFER: ETX13C]

PREPARATION

PREPARATION

Special Service Tools

INFOID:0000000007470454

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ne actual shapes of Kent-Moore tools m	ay differ from those of special service tools illu	strated here	L
Tool number (Kent-Moore tools my (Kent-Moore No.) Tool name	iay umer nom mose or special service (ools illu	Description	(
ST27862000 (—) Drift a: 62.5 mm (2.461 in) dia.		Installing front oil seal	Di
a. 62.5 mm (1.65 in) dia. b: 42 mm (1.65 in) dia.	a b		E
KV381054S0	y zza0194D	Removing rear oil seal	F
(J-34286) Puller			C
	ZZA0601D		ŀ
ST30720000 (J-25405) Drift a: 77 mm (3.03 in) dia.		Installing rear oil seal Installing main shaft oil seal	
o: 55.5 mm (2.185 in) dia.	ZZAOB11D		
KV40104830	ZZAUGTID	Installing rear oil seal	
(—) Drift a: 70 mm (2.76 in) dia. b: 63.5 mm (2.500 in) dia.	abl		l
	ZZA1003D		1
ST33052000 (—)		Removing main shaft assembly	
Drift a: 28 mm (1.10 in) dia. b: 22 mm (0.87 in) dia.			N
	ZZA1000D		
ST35321000 (—) Drift a: 49 mm (1.93 in) dia.	- b→	Installing main shaft assembly	F
b: 41 mm (1.61 in) dia.	—a→		
	ZZA1000D		

PREPARATION

< PREPARATION > [TRANSFER: ETX13C]

Tool number (Kent-Moore No.) Tool name		Description
ST31214000 (J-25269-B) Drift a: 34 mm (1.34 in) dia. b: 25.5 mm (1.004 in) dia.	2 10 0	 Removing front drive shaft front bearing Removing front drive shaft rear bearing
ST33200000 (J-26082) Drift a: 60 mm (2.36 in) dia. b: 44.5 mm (1.752 in) dia.	ZZA1002D	Installing front drive shaft rear bearing
KV38104010 (—) Drift a: 67 mm (2.64 in) dia. b: 49 mm (1.93 in) dia.	-b→ -a→	Installing front drive shaft front bearing
	ZZA1000D	

Commercial Service Tools

INFOID:0000000007470455

Tool name		Description
Puller		Removing companion flange
	NT077	
Flange wrench		Removing and installing self-lock nut
	NT771	

PREPARATION

< PREPARATION > [TRANSFER: ETX13C]

Tool name		Description
Replacer		Removing front drive shaft front bearing Removing front drive shaft rear bearing
	ZZB0823D	
Power tool		Loosening bolts and nuts
	PBIC0190E	

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PERIODIC MAINTENANCE

TRANSFER FLUID

Inspection INFOID:000000007470456

FLUID LEAKAGE

Check transfer surrounding area (oil seal, drain plug, and filler plug etc.) for fluid leakage.

FLUID LEVEL

1. Remove filler plug (1) and gasket. Then check that fluid is filled up from mounting hole for the filler plug.

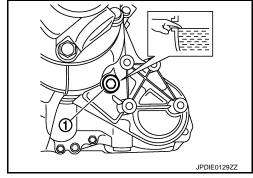
CAUTION:

Never start engine while checking fluid level.

2. Set a new gasket onto filler plug, and install it on transfer and tighten to the specified torque. Refer to DLN-58. "Exploded View".

CAUTION:

Never reuse gasket.



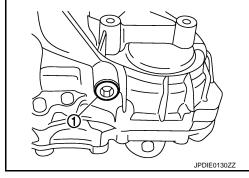
[TRANSFER: ETX13C]

Draining INFOID:000000007470457

- 1. Run the vehicle to warm up the transfer unit sufficiently.
- Stop the engine, and remove the drain plug (1) to drain the transfer fluid.
- 3. Set a new gasket onto the drain plug, and install it on the transfer and tighten to the specified torque. Refer to DLN-58, <a href=""Exploded View".

CAUTION:

Never reuse gasket.



Refilling INFOID:000000007470458

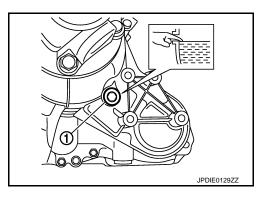
1. Remove filler plug (1) and gasket. Then fill fluid up to mounting hole for the filler plug.

Fluid and viscosity : Refer to MA-15, "FOR

NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16, "FOR MEXICO: Fluids and Lubricants" (For Mexico).

: Refer to DLN-77, "General

Specifications".



CAUTION:

Carefully fill the fluid. (Fill up for approximately 3 minutes.)

- 2. Leave the vehicle for 3 minutes, and check the fluid level again.
- Set a new gasket onto filler plug, and install it on transfer and tighten to the specified torque. Refer to <u>DLN-58, "Exploded View"</u>.

CAUTION:

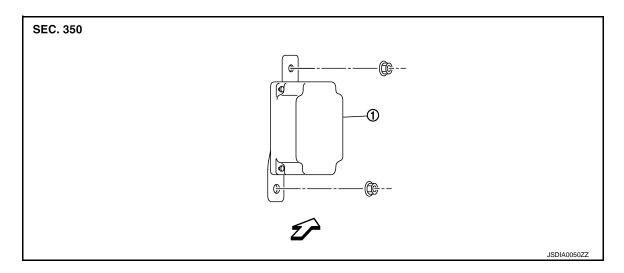
Never reuse gasket.

Fluid capacity

REMOVAL AND INSTALLATION

AWD CONTROL UNIT

Exploded View



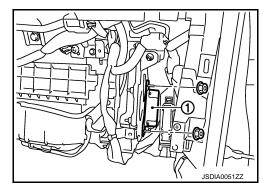
1. AWD control unit

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 □: Vehicle front

Removal and Installation

REMOVAL

- 1. Remove the glove box assembly. Refer to <u>IP-12, "A/T MODELS : Exploded View"</u> (A/T models), <u>IP-23, "M/T MODELS : Exploded View"</u> (M/T models).
- 2. Disconnect AWD control unit harness connector.
- 3. Remove AWD control unit (1) mounting nuts.
- 4. Remove AWD control unit.



INSTALLATION

Install in the reverse order of removal.

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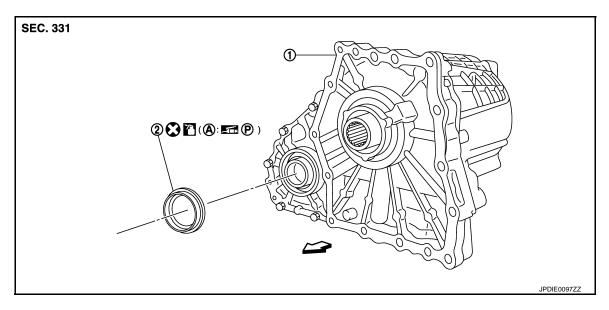
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FRONT OIL SEAL

Exploded View



- 1. Transfer assembly
- 2. Front oil seal

- A. Oil seal lip
- ∀
 □: Vehicle front

Apply transfer fluid. Refer to MA-15, "FOR NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16, "FOR MEXICO: Fluids and Lubricants" (For Mexico).

■®: Apply petroleum jelly.

Refer to GI-4, "Components" for symbols not described above.

Removal and Installation

INFOID:0000000007470462

[TRANSFER: ETX13C]

REMOVAL

- 1. Remove the drain plug to drain the transfer fluid. Refer to <u>DLN-50</u>, "<u>Draining</u>".
- 2. Remove the front propeller shaft. Refer to DLN-81, "Exploded View".
- Remove front oil seal.

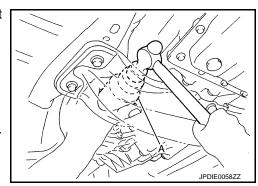
CAUTION:

Never damage the front case and front drive shaft.

INSTALLATION

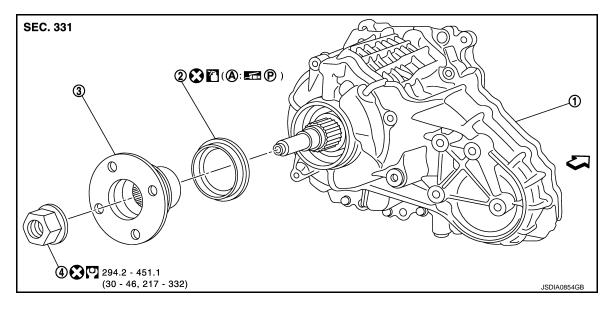
- Apply transfer fluid to outside of front oil seal, install it with a drift

 (A) [SST: ST27862000 ()] until the end face of front case.
 CAUTION:
 - Never reuse front oil seal.
 - Apply petroleum jelly to oil seal lip.
 - When installing, never incline front oil seal.
- 2. Install front propeller shaft. Refer to DLN-81, "Exploded View".
- 3. Fill with new transfer fluid, check fluid level and for fluid leakage. Refer to DLN-50, "Inspection".



REAR OIL SEAL

Exploded View



- 1. Transfer assembly
- 2. Rear oil seal

3. Companion flange

- 4. Self-lock nut
- A. Oil seal lip
- ∀
 □: Vehicle front

Apply transfer fluid. Refer to MA-15, "FOR NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16, "FOR MEXICO: Fluids and Lubricants" (For Mexico).

■®: Apply petroleum jelly.

Refer to GI-4, "Components" for symbols not described above.

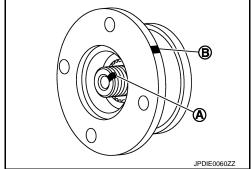
Removal and Installation

REMOVAL

- 1. Remove the rear propeller shaft. Refer to DLN-105, "Exploded View".
- Remove self-lock nut of companion flange with a flange wrench (commercial service tool).
- 3. Put matching mark (A) on the end of the main shaft. The mark should be in line with the mark (B) on the companion flange.

 CAUTION:

For matching mark, use paint. Never damage main shaft.



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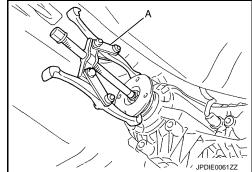
REAR OIL SEAL

< REMOVAL AND INSTALLATION >

Remove the companion flange with a puller (A) (commercial service tool).

CAUTION:

Never damage the companion flange.

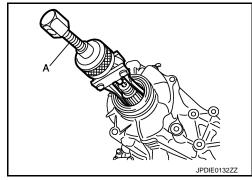


[TRANSFER: ETX13C]

5. Remove the rear oil seal with the puller (A) [SST: KV381054S0 (J-34286)].

CAUTION:

Never damage the rear case.



INSTALLATION

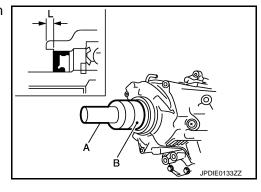
1. Apply transfer fluid to rear oil seal, install it with the drifts within the dimension (L) shown as follows.

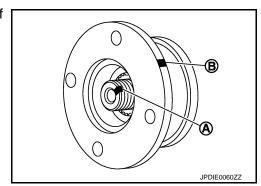
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40104830 (—)]

L : 6.7 – 7.3 mm (0.264 – 0.287 in)

CAUTION:

- Never reuse rear oil seal.
- Apply petroleum jelly to oil seal lip.
- When installing, never incline rear oil seal.
- 2. Align the matching mark (A) of main shaft with the mark (B) of companion flange, then install the companion flange.





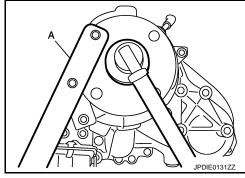
REAR OIL SEAL

< REMOVAL AND INSTALLATION >

 Using a flange wrench (A) (commercial service tool), install the self-lock nut of companion flange and tighten to the specified torque. Refer to <u>DLN-53</u>, "Exploded View".
 CAUTION:

Never reuse self-lock nut.

- 4. Install the rear propeller shaft. Refer to DLN-105, "Exploded <a href="View".
- 5. Check fluid level. Refer to <u>DLN-50</u>, "Inspection".



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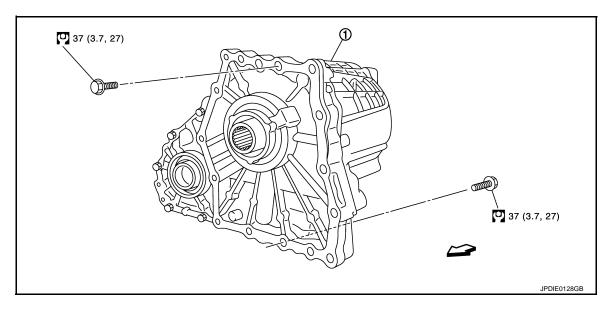
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UNIT REMOVAL AND INSTALLATION

TRANSFER ASSEMBLY

Exploded View



1. Transfer assembly

: Vehicle front

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

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[TRANSFER: ETX13C]

REMOVAL

- Remove rear propeller shaft. Refer to <u>DLN-105, "Exploded View"</u>.
- 2. Remove front propeller shaft. Refer to DLN-81, "Exploded View".
- 3. Disconnect AWD solenoid harness connector and separate harness from transfer assembly.
- 4. Remove transfer air breather hose.
- 5. Remove control rod. Refer to TM-271, "Exploded View".
- 6. Support transfer assembly and transmission assembly with a jack.
- 7. Remove rear engine mounting member and engine mounting insulator with power tool. Refer to <u>EM-74</u>, "AWD: Exploded View".
- 8. Lower jack to the position where the top transfer mounting bolts can be removed.
- Remove transfer mounting bolts and separate transfer from transmission. CAUTION:

Secure transfer assembly and transmission assembly to a jack.

INSTALLATION

Note the following, and install in the reverse order of removal.

TRANSFER ASSEMBLY

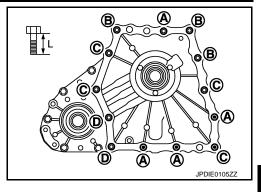
< UNIT REMOVAL AND INSTALLATION >

 When installing the transfer to the transmission, install the mounting bolts following the standard below, tighten bolts to the specified torque.

Bolt No.	Α	В	С	D
Quantity	4	3	4	2
Bolt length " L " mm (in)	75 (2.95)	45 (1.77)	40 (1.57)	30 (1.18)

(in):Transfer to transmission.

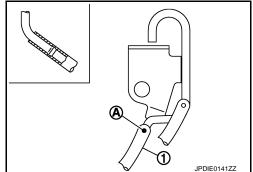
:Transmission to transfer.



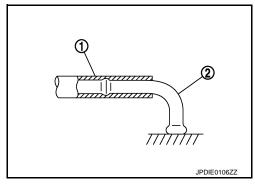
[TRANSFER: ETX13C]

 When installing transfer air breather hose, make sure there are no pinched or restricted areas on the transfer air breather hose caused by bending or winding.

- Set transfer air breather hose (1) of transmission side with the paint mark (A) facing upward, and insert air breather hose to air breather tube until hose end reaches the tube bend R portion.

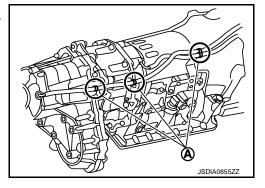


- Be sure to insert air breather hose (1) of transfer side to air breather tube (2) until hose end reaches the tube bend R portion.



- Be sure to fix air breather hose in (A) positions.

 After the installation, check the fluid level, fluid leakage and the A/T positions. Refer to <u>DLN-50</u>, "<u>Inspection</u>".



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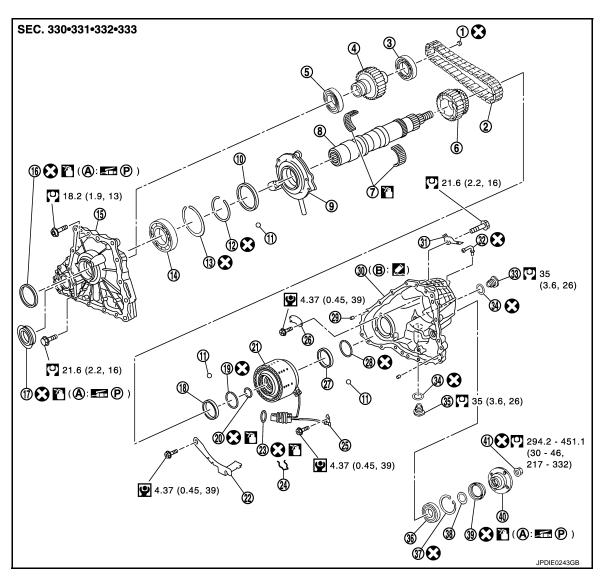
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UNIT DISASSEMBLY AND ASSEMBLY

FRONT CASE AND REAR CASE

Exploded View



- 1. Plug
- 4. Front drive shaft
- 7. Needle bearing
- 10. Spacer
- 13. Snap ring
- 16. Main shaft oil seal
- 19. Snap ring
- 22. Oil cover
- 25. Transfer fluid temperature sensor
- 28. Snap ring
- 31. Harness bracket
- 34. Gasket
- 37. Snap ring
- 40. Companion flange
- A. Oil seal lip

- 2. Drive chain
- 5. Front drive shaft rear bearing
- 8. Main shaft
- 11. Steel ball
- 14. Main shaft bearing
- 17. Front oil seal
- 20. Circlip
- 23. O-ring
- 26. Baffle plate
- 29. Dowel pin
- 32. Breather tube
- 35. Drain plug
- 38. Spacer
- 41. Self-lock nut
- B. Matching surface

3. Front drive shaft front bearing

[TRANSFER: ETX13C]

- 6. Sprocket
- 9. Oil pump
- 12. Snap ring
- 15. Front case
- 18. Spacer
- 21. Electric controlled coupling
- 24. Retainer
- 27. Spacer
- 30. Rear case
- 33. Filler plug
- 36. Rear bearing
- 39. Rear oil seal

< UNIT DISASSEMBLY AND ASSEMBLY >

Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

■®: Apply petroleum jelly.

Apply transfer fluid. Refer to MA-15, "FOR NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16, "FOR MEXICO: Fluids and Lubricants" (For Mexico).

Refer to GI-4, "Components" for symbols not described above.

Disassembly INFOID:000000007470468

- 1. Remove drain plug and filler plug.
- Remove harness brackets.
- Remove main shaft oil seal from front case.

CAUTION:

Never damage the front case and main shaft.

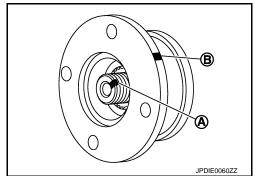
4. Remove front oil seal from front case.

CAUTION:

Never damage the front case and front drive shaft.

- 5. Remove self-lock nut.
- Put a matching mark (A) on the end of main shaft. The mark should be in line with the mark (B) on the companion flange. CAUTION:

For the matching mark, use paint. Never damage main shaft.

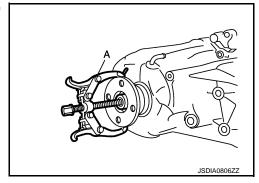


[TRANSFER: ETX13C]

7. Remove companion flange with a puller (A) (commercial service tool).

CAUTION:

Never damage the companion flange.

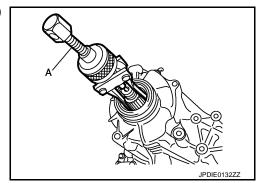


8. Remove rear oil seal from rear case with the puller (A) [SST:KV381054S0 (J-34286)].

CAUTION:

Never damage the rear case.

Remove spacer from main shaft.



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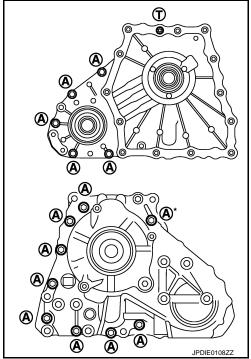
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[TRANSFER: ETX13C]

10. Remove front case and rear case fixing bolts, then remove harness bracket.

Bolts symbol	Quantity
A	14
T (TORX bolt)	1

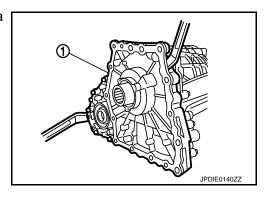
^{*:} With harness bracket.



11. Remove front case (1) from rear case by levering it up with a suitable tool.

CAUTION:

Never damage the mating surface.



12. Remove snap ring (1) from front case.

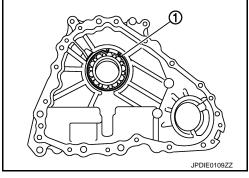
CAUTION:

Never damage front case.

13. Remove main shaft bearing from front case.

CAUTION:

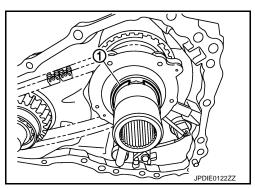
Never use tools. Always remove by hand.



14. Remove snap ring (1) from main shaft. **CAUTION:**

CAUTION.

Never damage main shaft.



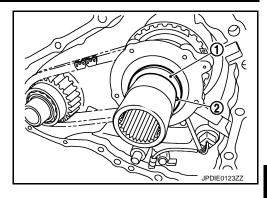
< UNIT DISASSEMBLY AND ASSEMBLY >

15. Remove spacer (1) and steel ball (2) from main shaft. CAUTION:

Be careful not to drop the steel ball.

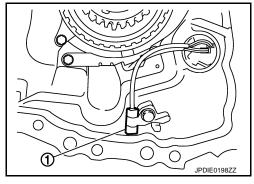
- 16. Remove oil pump from main shaft.
- 17. Remove drive chain and front drive shaft. **CAUTION:**

Never use tools. Always remove by hand.

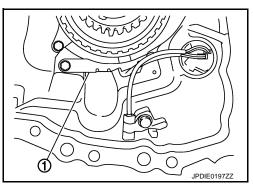


[TRANSFER: ETX13C]

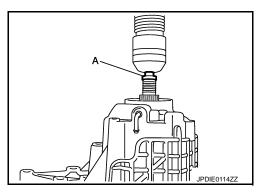
18. Remove transfer fluid temperature sensor bolt from rear case. And then, remove transfer fluid temperature sensor (1).



- 19. Remove oil cover bolts from rear case. And then, remove oil cover (1).
- 20. Remove retainer from AWD solenoid harness connector.
- 21. Remove AWD solenoid harness connector from rear case.
- 22. Remove O-ring from AWD solenoid harness connector.

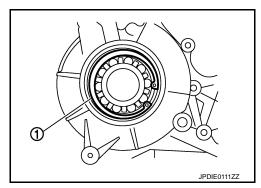


23. Remove main shaft assembly from rear case with the drift (A) [SST: ST33052000 (—)].



- 24. Remove snap ring (1) from rear case.
- 25. Remove rear bearing from rear case. **CAUTION:**

Never use tools. Always remove by hand.



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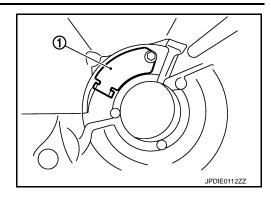
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< UNIT DISASSEMBLY AND ASSEMBLY >

- 26. Remove baffle plate (1) from rear case.
- 27. Remove breather tube from rear case.



[TRANSFER: ETX13C]

Assembly

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- Install breather tube to rear case within the angle (A) shown as follows.
 - A : 80 100°

CAUTION:

Never reuse breather tube.

- 2. Install baffle plate to rear case.
- 3. Install rear bearing to rear case.

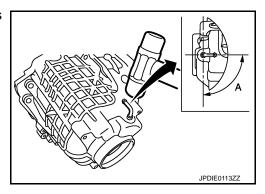
CAUTION:

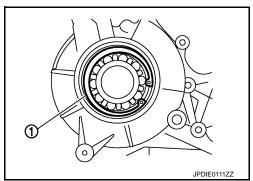
Never use tools. Always install by hand.

4. Install snap ring (1) to rear case.

CAUTION:

Never reuse snap ring.

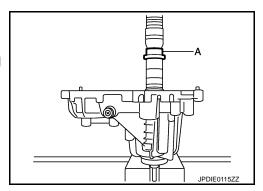




- 5. Install main shaft assembly to rear case with the drift (A) [SST: ST35321000 ()].
 - **CAUTION:**

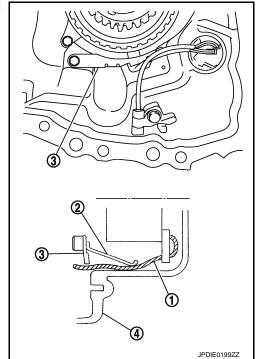
Apply transfer fluid to the sliding surface of main shaft and needle bearing.

- 6. Install O-ring to AWD solenoid harness connector. **CAUTION:**
 - Never reuse O-ring.
 - Apply transfer fluid to O-ring.
- 7. Install AWD solenoid harness connector into rear case.
- 8. Install retainer to AWD solenoid harness connector.



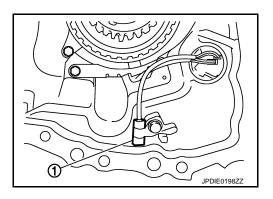
< UNIT DISASSEMBLY AND ASSEMBLY >

9. Hold electric controlled coupling harness (1) with oil cover hold plate (2), install oil cover (3) to rear case (4).



[TRANSFER: ETX13C]

10. Install transfer fluid temperature sensor (1) to rear case.



11. Set drive chain to front drive shaft.

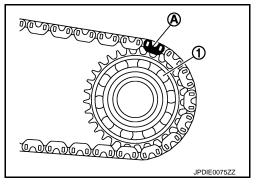
CAUTION:

Identification mark (A) of drive chain should be in the side of front bearing (1) of front drive shaft.

12. Install drive chain to main shaft, and then install front drive shaft. CAUTION:

Never use tools. Always install by hand.

13. Install oil pump to main shaft.



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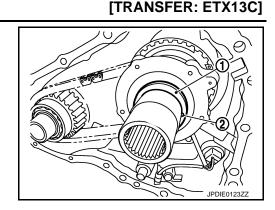
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< UNIT DISASSEMBLY AND ASSEMBLY >

14. Install spacer (1) and steel ball (2) to main shaft.



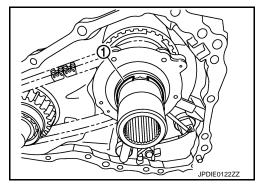
15. Install snap ring (1) to main shaft.

CAUTION:

- · Never reuse snap ring.
- Never damage main shaft.
- 16. Install main shaft bearing to front case.

CAUTION:

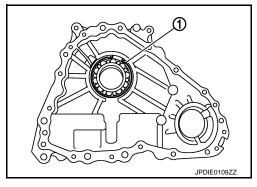
Never use tools. Always install by hand.



17. Install snap ring (1) to front case.

CAUTION:

- Never reuse snap ring.
- Never damage front case.



 Apply liquid gasket (1) to mating surface of rear case.
 Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

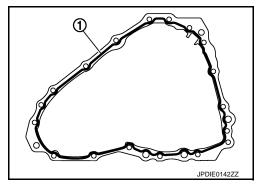
CAUTION:

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

19. Set front case to rear case.

CAUTION:

Never damage the mating surface transmission side.



< UNIT DISASSEMBLY AND ASSEMBLY >

20. Tighten front case and rear case fixing bolts.

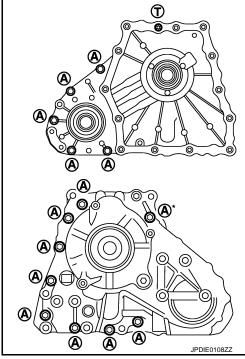
Bolts symbol	Quantity
A	14
T (TORX bolt)	1

^{*:} With harness bracket.

21. Install spacer to main shaft.

CAUTION:

Apply transfer fluid to spacer.



[TRANSFER: ETX13C]

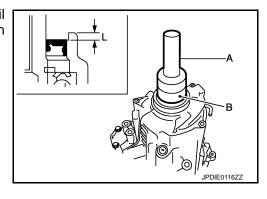
22. Apply transfer fluid to outside of rear oil seal, and install rear oil seal to rear case with the drifts within the dimension (L) shown as follows.

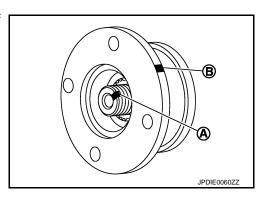
A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40104830 (—)]

L: 6.7 – 7.3 mm (0.264 – 0.287 in)

CAUTION:

- Never reuse rear oil seal.
- · Apply petroleum jelly to oil seal lip.
- When installing, never incline rear oil seal.
- 23. Install companion flange while aligning the matching mark (A) of main shaft with the mark (B) of companion flange.





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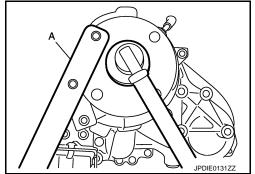
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[TRANSFER: ETX13C] 24. Tighten self-lock nut to the specified torque with flange wrench

CAUTION:

Never reuse self-lock nut.

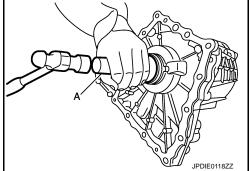
(A) (commercial service tool).



25. Apply transfer fluid to outside of main shaft oil seal, and install main shaft oil seal until it is flush with the end face of front case with the drift (A) [SST: ST30720000 (J-25405)].

CAUTION:

- Never reuse main shaft oil seal.
- Apply petroleum jelly to oil seal lip.
- When installing, never incline main shaft oil seal.



26. Apply transfer fluid to outside of front oil seal, and install front oil seal until it is flush with the end face of front case with the drift (A) [SST: ST27862000 (—)].

CAUTION:

- Never reuse front oil seal.
- · Apply petroleum jelly to oil seal lip.
- When installing, never incline front oil seal.
- 27. Set gasket to drain plug. Install it to rear case and tighten it to specified torque.

CAUTION:

Never reuse gasket.

28. Set gasket to filler plug. Install it to rear case.

CAUTION:

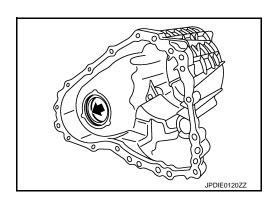
- Never reuse gasket.
- · After oil is filled, tighten filler plug to specified torque.



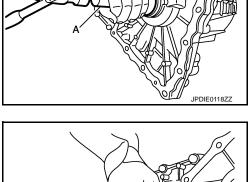
Check items below. If necessary, replace them with new ones.

CASES

- Contact surfaces of bearing for wear, damage, etc.
- Damage and cracks of case.

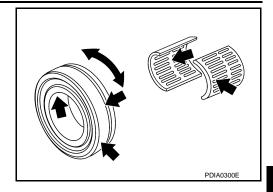






< UNIT DISASSEMBLY AND ASSEMBLY >

Damage and rough rotation of bearing.



[TRANSFER: ETX13C]

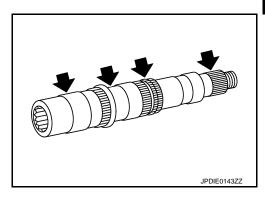
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SHAFT

Damage, peeling, dent, uneven wear, bending, etc. of shaft.



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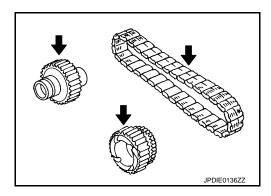
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GEARS AND CHAIN

Excessive wear, damage, peeling, etc. of gear and chain.



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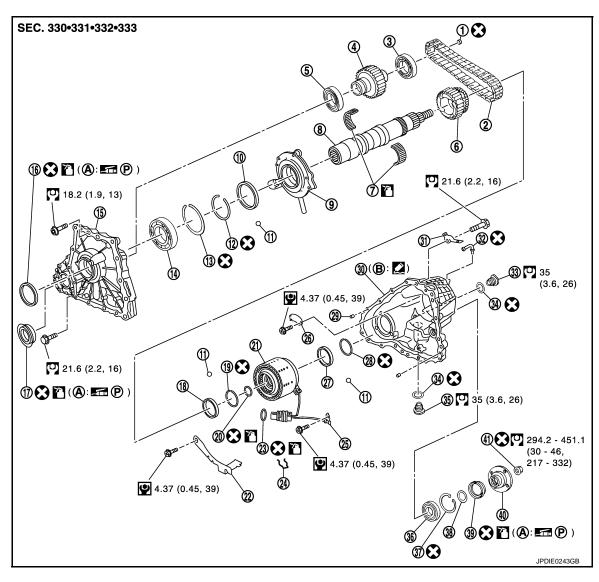
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MAIN SHAFT

Exploded View



- 1. Plug
- 4. Front drive shaft
- 7. Needle bearing
- 10. Spacer
- 13. Snap ring
- 16. Main shaft oil seal
- 19. Snap ring
- 22. Oil cover
- 25. Transfer fluid temperature sensor
- 28. Snap ring
- 31. Harness bracket
- 34. Gasket
- 37. Snap ring
- 40. Companion flange
- A. Oil seal lip

- 2. Drive chain
- 5. Front drive shaft rear bearing
- 8. Main shaft
- 11. Steel ball
- 14. Main shaft bearing
- 17. Front oil seal
- 20. Circlip
- 23. O-ring
- 26. Baffle plate
- 29. Dowel pin
- 32. Breather tube
- 35. Drain plug
- 38. Spacer
- 41. Self-lock nut
- B. Matching surface

3. Front drive shaft front bearing

[TRANSFER: ETX13C]

- Sprocket
- 9. Oil pump
- 12. Snap ring
- 15. Front case
- . . .
- 18. Spacer
- 21. Electric controlled coupling
- 24. Retainer
- 27. Spacer
- 30. Rear case
- 33. Filler plug
- 36. Rear bearing
- 39. Rear oil seal

■®: Apply petroleum jelly.

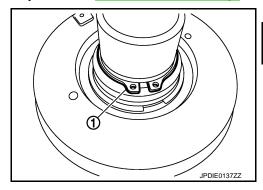
Apply transfer fluid. Refer to MA-15, "FOR NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16, "FOR MEXICO: Fluids and Lubricants" (For Mexico).

Refer to GI-4, "Components" for symbols not described above.

Disassembly INFOID:000000007470472

1. Separate front case and rear case, then remove main shaft assembly. Refer to DLN-59, "Disassembly".

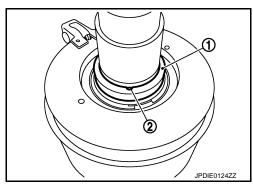
Remove snap ring (1) from main shaft.



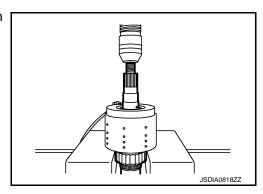
[TRANSFER: ETX13C]

Remove spacer (1) and steel ball (2) from main shaft. CAUTION:

Be careful not to drop the steel ball.



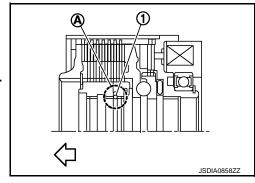
4. Using a press, remove electric controlled coupling from main shaft.



5. Remove circlip (1) from notch (A) of electric controlled coupling.

CAUTION:

- Never remove the circlip from the electric controlled coupling rear side.
- Never damage electric control coupling spline, bush, etc.
- 6. Remove snap ring from main shaft.



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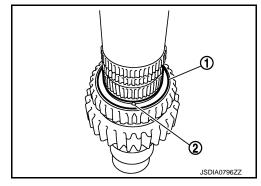
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< UNIT DISASSEMBLY AND ASSEMBLY >

Remove spacer (1) and steel ball (2) from main shaft. CAUTION:

Be careful not to drop the steel ball.

- 8. Remove sprocket from main shaft.
- 9. Remove needle bearing from main shaft.



[TRANSFER: ETX13C]

Assembly INFOID:0000000007470473

1. Install needle bearing to main shaft.

CAUTION:

Apply transfer fluid to the periphery of needle bearing.

- 2. Install sprocket to main shaft.
- 3. Install spacer (1) and steel ball (2) to main shaft.

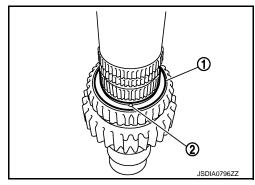
CAUTION:

Be careful not to drop the steel ball.

4. Install snap ring to main shaft.

CAUTION:

Never reuse snap ring.



5. Install circlip (1) to notch (A) of the electric controlled coupling.

CAUTION:

- Never install the circlip to the notches other than notch (A).
- Never install the circlip from the electric controlled coupling rear side.
- Never reduce the outer diameter of circlip to less than 43.2 mm (1.701 in).
- Never damage electric control coupling spline, bush, etc.
- Never reuse circlip.
- 6. Install electric controlled coupling to main shaft.

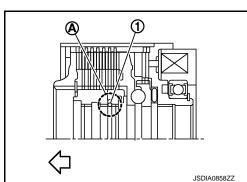
CAUTION:

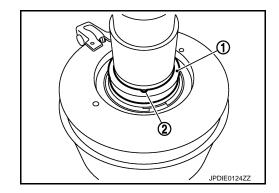
Securely insert it until locked.

7. Install spacer (1) and steel ball (2) to main shaft.

CAUTION:

Be careful not to drop the steel ball.





MAIN SHAFT

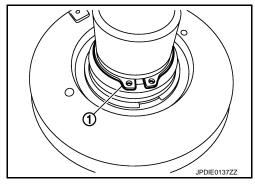
< UNIT DISASSEMBLY AND ASSEMBLY >

Install snap ring (1) to main shaft.

CAUTION:

Never reuse snap ring.

 Install main shaft assembly to rear case, then install front case and rear case. Refer to <u>DLN-62</u>, "<u>Assembly</u>".



[TRANSFER: ETX13C]

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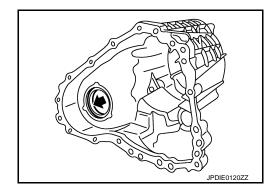
K

Inspection

Check items below. If necessary, replace them with new ones.

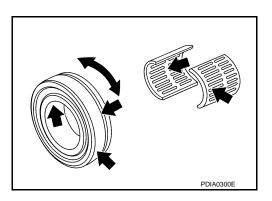
CASES

- Contact surfaces of bearing for wear, damage, etc.
- · Damage and cracks of case.



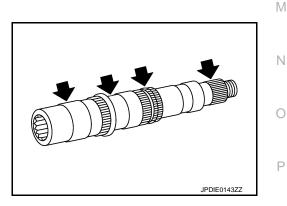
BEARING

Damage and rough rotation of bearing.



SHAFT

Damage, peeling, dent, uneven wear, bending, etc. of shaft.



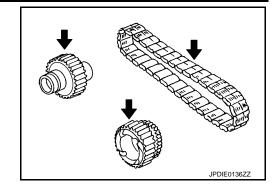
GEARS AND CHAIN

Revision: 2013 February DLN-71 2012 G Coupe

MAIN SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

Excessive wear, damage, peeling, etc. of gear and chain.

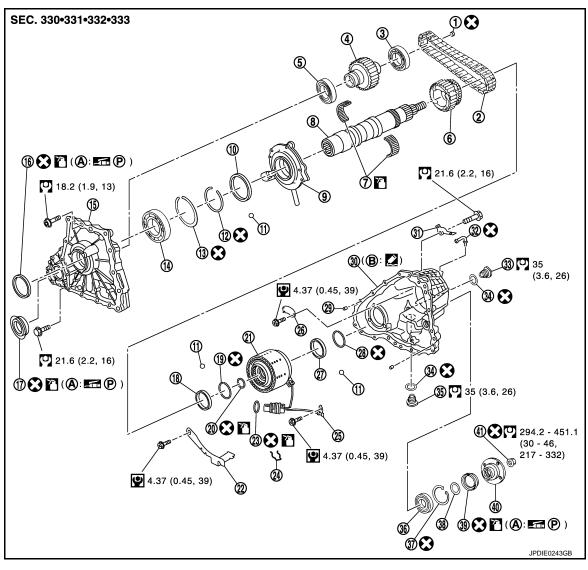


[TRANSFER: ETX13C]

< UNIT DISASSEMBLY AND ASSEMBLY >

FRONT DRIVE SHAFT AND DRIVE CHAIN

Exploded View INFOID:0000000007470475



1. Plug

Front drive shaft

7. Needle bearing

Spacer 10.

13. Snap ring

Main shaft oil seal 16.

19. Snap ring

22. Oil cover

Transfer fluid temperature sensor 25.

28. Snap ring

31. Harness bracket

34. Gasket

37. Snap ring

40. Companion flange

Oil seal lip

- Drive chain 2.
- Front drive shaft rear bearing
- 8. Main shaft
- Steel ball 11.
- 14. Main shaft bearing
- Front oil seal 17.

Circlip 20.

23. O-ring

Baffle plate 26.

29. Dowel pin

32. Breather tube

35. Drain plug

38. Spacer

41. Self-lock nut В. Matching surface

Front drive shaft front bearing 3.

[TRANSFER: ETX13C]

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6. Sprocket

9. Oil pump

12. Snap ring

15. Front case

18. Spacer

21. Electric controlled coupling

24. Retainer

27. Spacer

30. Rear case

33. Filler plug

36. Rear bearing

39. Rear oil seal

Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

< UNIT DISASSEMBLY AND ASSEMBLY >

■®: Apply petroleum jelly.

: Apply transfer fluid. Refer to MA-15. "FOR NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16. "FOR MEXICO: Fluids and Lubricants" (For Mexico).

Refer to GI-4, "Components" for symbols not described above.

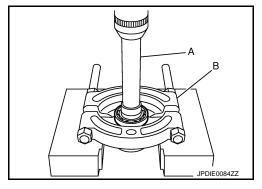
Disassembly INFOID:000000007470476

- 1. Separate front case and rear case. Refer to DLN-59, "Disassembly".
- 2. Remove drive chain and front drive shaft.

CAUTION:

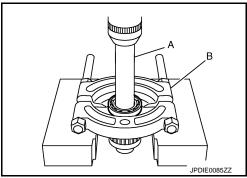
Never use tools. Always remove by hand.

- 3. Remove front drive shaft rear bearing with the drift (A) and replacer (B).
 - A: Drift [SST: ST31214000 (J-25269-B)]
 - B: Replacer (commercial service tool)



[TRANSFER: ETX13C]

- 4. Remove front drive shaft front bearing with the drift (A) and replacer (B).
 - A: Drift [SST: ST31214000 (J-25269-B)]
 - B: Replacer (commercial service tool)
- 5. Remove plug from front drive shaft.

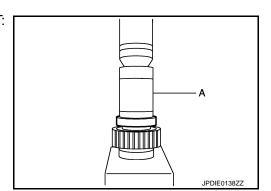


Assembly

Install plug to front drive shaft.

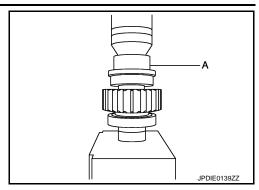
CAUTION: Never reuse plug.

2. Install front drive shaft rear bearing with the drift (A) [SST: ST33200000 (J-26082)].



< UNIT DISASSEMBLY AND ASSEMBLY >

 Install front drive shaft front bearing with the drift (A) [SST: KV38104010 (—)].



[TRANSFER: ETX13C]

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4. Set drive chain to front drive shaft.

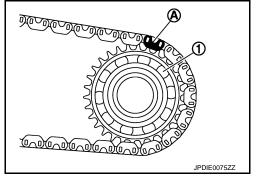
CAUTION:

Identification mark (A) of drive chain should be in the side of front bearing (1) of front drive shaft.

5. Install drive chain to main shaft, and then install front drive shaft. **CAUTION:**

Never use tools. Always install by hand.

6. Install front case to rear case. Refer to DLN-62, "Assembly".



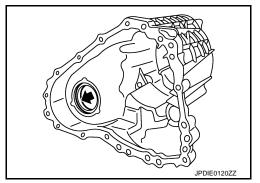
INFOID:0000000007470478

Inspection

Check items below. If necessary, replace them with new ones.

CASES

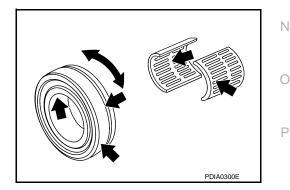
- Contact surfaces of bearing for wear, damage, etc.
- Damage and cracks of case.



M

BEARING

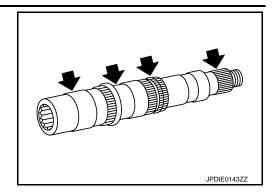
Damage and rough rotation of bearing.



SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

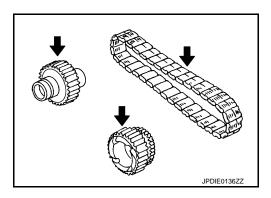
Damage, peeling, dent, uneven wear, bending, etc. of shaft.



[TRANSFER: ETX13C]

GEARS AND CHAIN

Excessive wear, damage, peeling, etc. of gear and chain.



SERVICE DATA AND SPECIFICATIONS (SDS)

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SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

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INFOID:0000000007470479

[TRANSFER: ETX13C]

		AWD
Applied model		VQ37VHR
		A/T
Transfer model		ETX13C
Fluid capacity (Approx.)	ℓ (US pt, Imp pt)	1.0 (2-1/8, 1-3/4)

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000007470480

[FRONT PROPELLER SHAFT: 2S56A]

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-80, "Inspection"	I	ı	ı	ı	DLN-80, "Inspection"	DLN-80, "Inspection"	NVH of FRONT and REAR FINAL DRIVE in this section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECT	TED PARTS	Uneven rotating torque	Center bearing improper installation	Excessive center bearing axial end play	Center bearing mounting (insulator) cracks, damage or deterioration	Excessive joint angle	Rotation imbalance	Excessive runout	DIFFERENTIAL	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×
Symptom	Shake		×			×				×	×	×	×	×	×
	Vibration	×	×	×	×	×	×	×		×	×		×		×

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PREPARATION

< PREPARATION >

[FRONT PROPELLER SHAFT: 2S56A]

PREPARATION

PREPARATION

Commercial Service Tools

Tool name	Description	C
Power tool	Loosening bolts and nuts	
		DLN
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[FRONT PROPELLER SHAFT: 2S56A]

PERIODIC MAINTENANCE

FRONT PROPELLER SHAFT

Inspection INFOID:000000007470482

NOISE

Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.

VIBRATION

If vibration is present at high speed, inspect propeller shaft runout first.

1. With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

∀ : Vehicle front

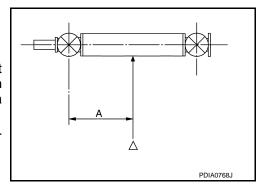
Propeller shaft runout

: Refer to <u>DLN-84, "Propeller</u> Shaft Runout". IPPIDATE STATE

Propeller shaft runout measuring point (Point "△").

Dimension A: 381.5 mm (15.02 in)

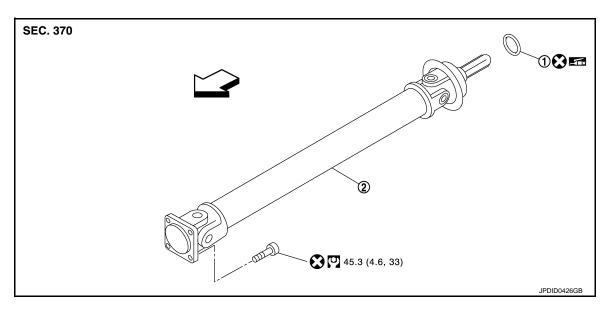
- 2. If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.
- 3. If runout is more than the limit value, remove and check propeller shaft.
- 4. Check the vibration by driving vehicle.



REMOVAL AND INSTALLATION

FRONT PROPELLER SHAFT

Exploded View INFOID:0000000007470483



1. O-ring

REMOVAL

2. Propeller shaft assembly

Apply multi-purpose grease.

: Vehicle front

Refer to GI-4, "Components" for symbols not described above.

Removal and Installation

1. Shift the transmission to the neutral position, and then release the parking brake.

- Remove engine undercover with a power tool.
- 3. Remove exhaust front tube and three-way catalyst (bank 1). Refer to EX-5, "Exploded View" and EM-34, "Exploded View".
- 4. Put matching mark on propeller shaft flange yoke and final drive companion flange.

CAUTION:

For matching mark, use paint. Never damage propeller shaft flange and final drive companion flange.

- Remove the propeller shaft assembly fixing bolts.
- 6. Move steering hydraulic line not to interfere with work. Refer to ST-62, "AWD: Exploded View".

CAUTION:

Wrap power steering piping interference area with shop cloth or equivalent to protect power steering piping from damage.

7. Support transfer assembly with a jack, remove rear engine mounting member. Refer to EM-74, "AWD: Exploded View".

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Matching mark

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FRONT PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

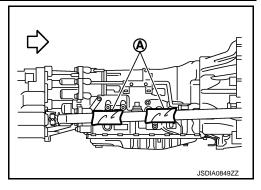
[FRONT PROPELLER SHAFT: 2S56A]

8. Remove propeller shaft assembly from the front final drive and transfer.

∀
 □: Vehicle front

CAUTION:

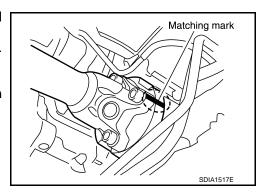
- · Never damage the transfer front oil seal.
- Wrap transmission interference area (A) with shop cloth or equivalent to protect propeller shaft from damage.
- Remove propeller shaft assembly from O-ring.



INSTALLATION

Note the following, and install in the reverse order of removal.

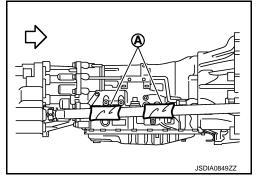
- Align matching mark to install propeller shaft assembly to final drive companion flange.
- Perform inspection after installation. Refer to <u>DLN-82, "Inspection"</u>.
- Never damage the transfer front oil seal.
- Wrap power steering piping interference area with shop cloth or equivalent to protect power steering piping from damage.



 Wrap transmission interference area (A) with shop cloth or equivalent to protect propeller shaft from damage.

∀
 : Vehicle front

- Never reuse O-ring.
- Apply multi-purpose grease onto O-ring.



Inspection INFOID:000000007470485

INSPECTION AFTER REMOVAL

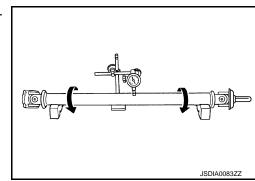
Appearance

Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

Propeller Shaft Runout

Check propeller shaft runout at measuring point with a dial indicator. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout : Refer to <u>DLN-84, "Propeller Shaft Runout".</u>



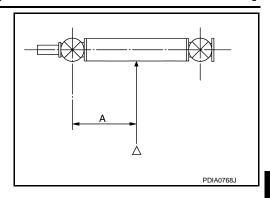
FRONT PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[FRONT PROPELLER SHAFT: 2S56A]

Propeller shaft runout measuring point (Point "△").

Dimension A: 381.5 mm (15.02 in)

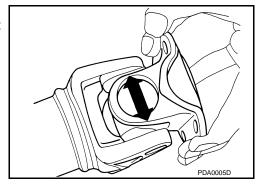


Journal Axial Play

As shown in the figure, while fixing yoke on one side, check axial play of joint. If it is outside the standard, replace propeller shaft assembly.

> Journal axial play : Refer to DLN-84, "Journal





Never disassemble joints.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Item

Journal axial play

[FRONT PROPELLER SHAFT: 2S56A]

Standard

0 (0)

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000007470486

	AWD
Applied model	VQ37VHR
	A/T
Propeller shaft model	2\$56A
Number of joints	2
Type of journal bearings (Non-disassembly type)	Shell type
Coupling method with transfer	Sleeve type
Coupling method with front final drive	Flange type
Shaft length (Spider to spider)	763 mm (30.04 in)
Shaft outer diameter	42.7 mm (1.681 in)
Propeller Shaft Runout	INFOID:00000000747048;
	Unit: mm (in)
Item	Limit
Propeller shaft runout	0.8 (0.031)
Journal Axial Play	INFOID:000000007470488
	Unit: mm (in)

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING [REAR PROPELLER SHAFT: 3S80A]

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INFOID:0000000007470489

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-87, "Inspection"	DLN-90, "Inspection"	I	DLN-90, "Inspection"	I	DLN-90, "Inspection"	DLN-90, "Inspection"	NVH of REAR FINAL DRIVE in this section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.	C DLN E
Possible cause and SUSPECT		Uneven rotating torque	Center bearing improper installation	Excessive center bearing axial end play	Center bearing mounting (insulator) cracks, damage or deterioration	Excessive joint angle	Rotation imbalance	Excessive runout	DIFFERENTIAL	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING	H I J K L M
	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×	Ν
Symptom	Shake		×			×				×	×	×	×	×	×	
	Vibration	×	×	×	×	×	×	×		×	×		×		×	0

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PREPARATION

< PREPARATION >

[REAR PROPELLER SHAFT: 3S80A]

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:0000000007470490

Tool name		Description
Power tool	PBIC0190E	Loosening bolts and nuts

[REAR PROPELLER SHAFT: 3S80A]

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection INFOID:000000007470491 B

NOISE

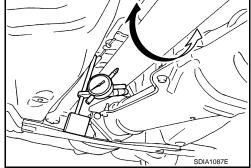
- Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.
- If center bearing is noisy or damaged, replace propeller shaft assembly.

VIBRATION

If vibration is present at high speed, inspect propeller shaft runout first.

 With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

Propeller shaft runout : Refer to <u>DLN-92, "Propeller</u> Shaft Runout".



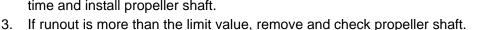
Propeller shaft runout measuring point (Point "△").

∀
 : Vehicle front

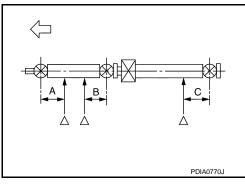
Dimension A: 192 mm (7.56 in)

B: 172 mm (6.77 in) C: 170 mm (6.69 in)

If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.



4. Check the vibration by driving vehicle.



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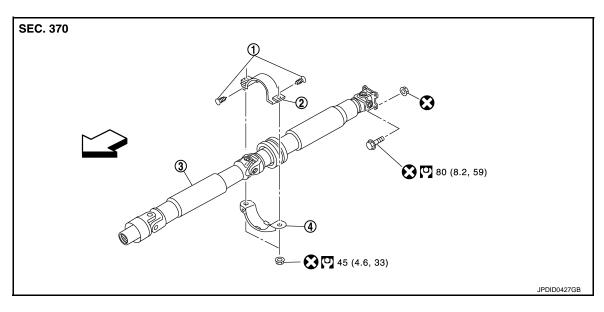
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REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View



1. Clip

- Center bearing mounting bracket (upper)
- 3. Propeller shaft assembly

4. Center bearing mounting bracket (lower)

∀
 □: Vehicle front

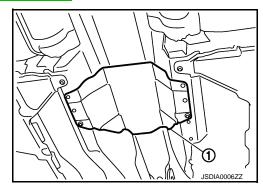
Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000007470493

REMOVAL

- 1. Move the M/T shift lever to neutral position and release the parking brake.
- 2. Remove the floor reinforcement.
- 3. Remove the center muffler with power tool. Refer to EX-5, "Exploded View".
- 4. Remove the heat plate (1).



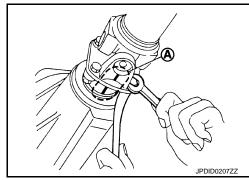
< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A]

5. Put matching marks (A) on propeller shaft flange yoke with final drive companion flange.

CAUTION:

For matching marks, use paint. Never damage propeller shaft flange yoke and final drive companion flange.



Loosen mounting nuts (1) of center bearing mounting brackets.CAUTION:

Tighten mounting nuts temporarily.

- 7. Remove propeller shaft assembly fixing bolts and nuts.
- 8. Remove center bearing mounting bracket fixing nuts.
- 9. Remove propeller shaft assembly.

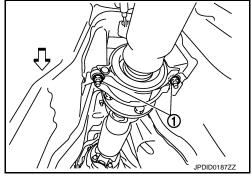
CAUTION:

- Never damage the rear oil seal of transmission.
- If constant velocity joint was bent during propeller shaft
 assembly removal, installation, or transportation, its boot may be damaged. Wrap boot interference area to metal part with shop cloth or rubber to protect boot from breakage.

INSTALLATION

Note the following, and install in the reverse order of removal.

- Install center bearing mounting bracket (upper) (1) with its arrow mark (A) facing forward.
- Adjust position of center bearing mounting bracket (upper) (1) and center bearing mounting bracket (lower) (2) sliding back and forth to prevent play in thrust direction of center bearing insulator (3). Install bracket to vehicle.



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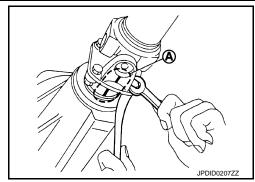
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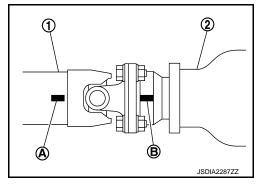
< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A]

- Align matching marks (A) to install propeller shaft flange yoke with final drive companion flange.
- Perform inspection after installation. Refer to <u>DLN-90</u>, "Inspection"



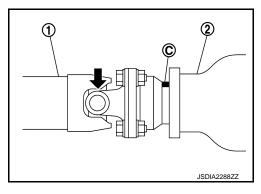
- Install propeller shaft (1) while aligning its matching mark (A) of propeller shaft with the matching mark (B) of final drive (2) on the joint as close as possible.
- Temporary tighten bolts and nuts.



 Press down propeller shaft (1) with matching mark (C) of final drive (2) facing upward. Then tighten fixing bolts and nuts to the specified torque.

CAUTION:

Never damage the rear oil seal of transmission.



Inspection INFOID:000000007470494

INSPECTION AFTER REMOVAL

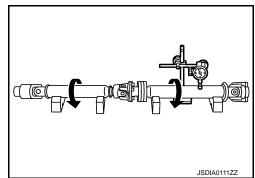
Appearance

Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

Propeller Shaft Runout

Check propeller shaft runout at measuring points. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout : Refer to <u>DLN-92, "Propeller Shaft Runout".</u>



< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A]

Propeller shaft runout measuring point (Point "△").

∀ : Vehicle front

Dimension A: 192 mm (7.56 in)

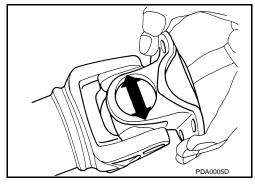
B: 172 mm (6.77 in) C: 170 mm (6.69 in) A B C C

Journal Axial Play

As shown in the figure, while fixing yoke on one side, check axial play of joint. If outside the standard, replace propeller shaft assembly.

Journal axial play : Refer to <u>DLN-92, "Journal Axial Play"</u>.





Center Bearing

Check center bearing for noise and damage. If noise or damage is detected, replace propeller shaft assembly. **CAUTION:**

Never disassemble center bearing.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

Item

Journal axial play

[REAR PROPELLER SHAFT: 3S80A]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000007470495

Unit: mm (in)

Standard

0(0)

		2WD						
umber of joints //pe of journal bearings Jon-disassembly type) and joint 2nd joint 3rd joint oupling method with transmission oupling method with rear final drive haft length and (Spider to spider) 2nd (Spider to spider) 1st 2nd ropeller Shaft Runout		VQ37VHR						
		M/T						
Propeller shaft model		3S80A						
Number of joints		3						
	1st joint	Shell type						
,, ,	2nd joint	Shell type						
(i.te.: diedecea.) type)	3rd joint	Shell type						
Coupling method with transn	nission	Sleeve type						
Coupling method with rear fi	nal drive	Flange type						
Chaft langth	1st (Spider to spider)	779 mm (30.67 in)						
Snait length	2nd (Spider to spider)	742 mm (29.21 in)						
Shaft outer diameter	1st	82.6 mm (3.25 in)						
Shari buler diameter	2nd	75.0 mm (2.95 in)						
Propeller Shaft Ru	nout	INFOID:000000007470496						
		Unit: mm (in)						
Item		Limit						
Propeller shaft runout		0.8 (0.031)						
Journal Axial Play		INFOID:000000007470497						

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[REAR PROPELLER SHAFT: 3S80A-R]

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INFOID:0000000007470498

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-95, "Inspection"	DLN-99, "Inspection"	I	DLN-99, "Inspection"	I	DLN-99, "Inspection"	DLN-99, "Inspection"	NVH of REAR FINAL DRIVE in this section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.	C DLN E
Possible cause and SUSPECT	ED PARTS	Uneven rotating torque	Center bearing improper installation	Excessive center bearing axial end play	Center bearing mounting (insulator) cracks, damage or deterioration	Excessive joint angle	Rotation imbalance	Excessive runout	DIFFERENTIAL	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING	H I J K L M
	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×	Ν
Symptom	Shake		×			×				×	×	×	×	×	×	
	Vibration	×	×	×	×	×	×	×		×	×		×		×	0

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PREPARATION

< PREPARATION >

[REAR PROPELLER SHAFT: 3S80A-R]

PREPARATION

PREPARATION

Commercial Service Tools

INFOID:0000000007470499

Tool name		Description
Power tool		Loosening bolts and nuts
	PBIC0190E	

[REAR PROPELLER SHAFT: 3S80A-R]

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection INFOID:0000000007470500 В

NOISE

- Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.
- If center bearing is noisy or damaged, replace propeller shaft assembly.

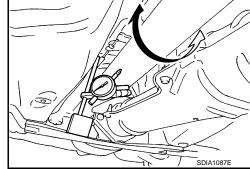
VIBRATION

If vibration is present at high speed, inspect propeller shaft runout first.

With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

Propeller shaft runout

: Refer to DLN-101, "Propeller Shaft Runout".



Propeller shaft runout measuring point (Point "△").

: Vehicle front

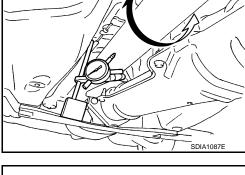
Dimension A: 192 mm (7.56 in)

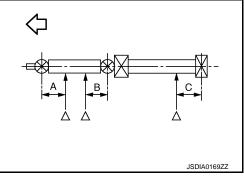
> B: 172 mm (6.77 in) C: 172 mm (6.77 in)

2. If runout still exceeds specifications, separate propeller shaft at final drive companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.



4. Check the vibration by driving vehicle.





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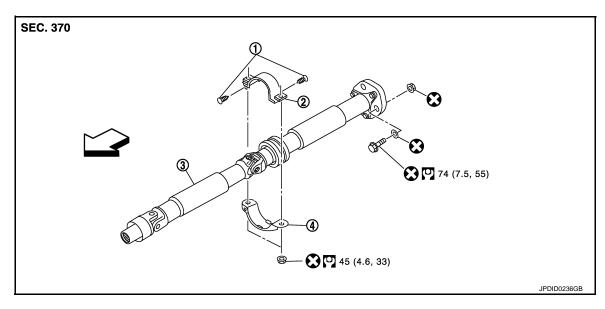
Ν

[REAR PROPELLER SHAFT: 3S80A-R]

REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View



1. Clip

- Center bearing mounting bracket (upper)
- 3. Propeller shaft assembly

4. Center bearing mounting bracket (lower)

∀
 □: Vehicle front

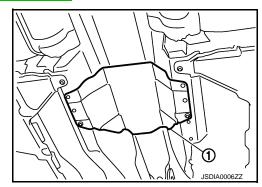
Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000007470502

REMOVAL

- 1. Move the A/T selector lever to N position and release the parking brake.
- 2. Remove the floor reinforcement.
- 3. Remove the center muffler with power tool. Refer to EX-5, "Exploded View".
- 4. Remove the heat plate (1).



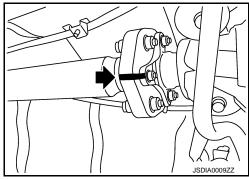
< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A-R]

5. Put matching marks on propeller shaft rubber coupling with final drive companion flange.

CAUTION:

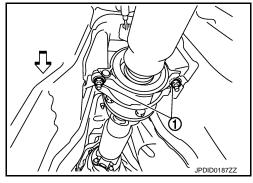
For matching marks, use paint. Never damage propeller shaft rubber coupling and final drive companion flange.



Loosen mounting nuts (1) of center bearing mounting brackets.CAUTION:

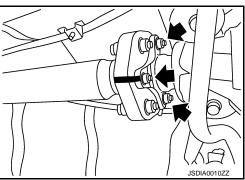
Tighten mounting nuts temporarily.

: Vehicle front



Remove propeller shaft assembly fixing bolts and nuts. CAUTION:

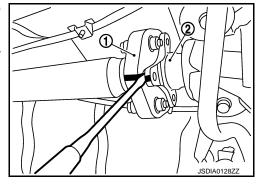
Never remove the rubber coupling from the propeller shaft assembly.



8. Slightly separate the rubber coupling (1) from the final drive companion flange (2).

CAUTION:

Never damage the final drive companion flange and rubber coupling.



Remove center bearing mounting bracket fixing nuts. CAUTION:

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< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A-R]

- The angle (A), which the third axis rubber coupling (1) forms with the final drive companion flange (2), must be 5° or less.
- Never damage the grease seal (3).
- Never damage the rubber coupling.
- 10. Slide the propeller shaft in the vehicle forward direction slightly. Separate the propeller shaft from the final drive companion flange.

CAUTION:

- The angle, which the third axis rubber coupling forms with the final drive companion flange, must be 5° or less.
- Never damage the grease seal.
- Never damage the rubber coupling.
- 11. Remove the propeller shaft assembly from the vehicle.

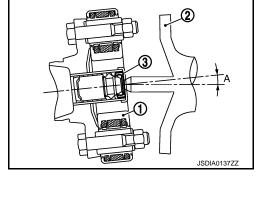
CAUTION:

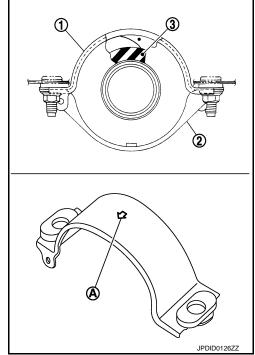
Never damage the rear oil seal of transmission.

INSTALLATION

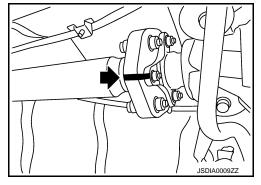
Note the following, and install in the reverse order of removal.

- Install center bearing mounting bracket (upper) (1) with its arrow mark (A) facing forward.
- Adjust position of center bearing mounting bracket (upper) (1) and center bearing mounting bracket (lower) (2) sliding back and forth to prevent play in thrust direction of center bearing insulator (3). Install bracket to vehicle.





- Align matching marks to install propeller shaft rubber coupling to final drive companion flange.
- Perform inspection after installation. Refer to DLN-99, "Inspection".

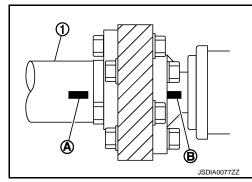


• If propeller shaft or final drive has been replaced, connect them as follows:

< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3S80A-R]

Install the propeller shaft (1) while aligning its matching mark (A) with the matching mark (B) on the joint as close as possible.



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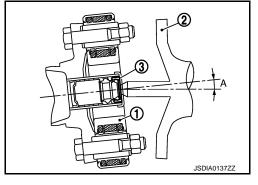
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CAUTION:

- The angle (A), which the third axis rubber coupling (1) forms with the final drive companion flange (2), must be 5° or less.
- Never damage the grease seal (3).
- Never damage the rubber coupling.
- Never damage the rear oil seal of transmission.
- Never damage the rubber coupling, protect it with a shop towel or equivalent.



Inspection

INSPECTION AFTER REMOVAL

Appearance

Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

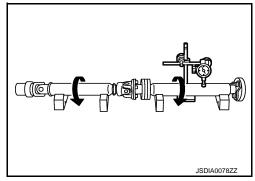
Propeller Shaft Runout

Check propeller shaft runout at measuring points. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout

: Refer to DLN-101, "Propeller

Shaft Runout".



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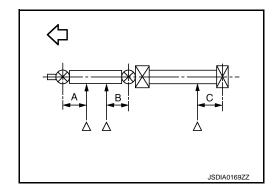
Р

Propeller shaft runout measuring point (Point "△").

∀
 : Vehicle front

Dimension A: 192 mm (7.56 in)

> B: 172 mm (6.77 in) C: 172 mm (6.77 in)



Journal Axial Play

DLN-99 Revision: 2013 February 2012 G Coupe

< REMOVAL AND INSTALLATION >

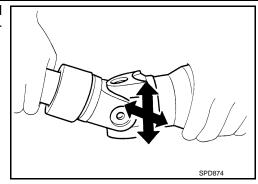
[REAR PROPELLER SHAFT: 3S80A-R]

As shown in the figure, while fixing yoke on one side, check axial play of joint. If outside the standard, replace propeller shaft assembly.

Journal axial play : Refer to <u>DLN-101, "Journal Axial Play"</u>.

CAUTION:

Never disassemble joints.



Center Bearing

Check center bearing for noise and damage. If noise or damage is detected, replace propeller shaft assembly. **CAUTION:**

Never disassemble center bearing.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REAR PROPELLER SHAFT: 3S80A-R]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

2WD	
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Applied model		VQ37VHR	_				
		A/T					
Propeller shaft model		3\$80A-R					
Number of joints		3					
	1st joint	Shell type					
Type of journal bearings (Non-disassembly type)	2nd joint	Shell type					
(4.04000	3rd joint	Rubber coupling type					
Coupling method with tran	smission	Sleeve type					
Coupling method with real	r final drive	Rubber coupling type					
1st (Spider to spider)		697 mm (27.44 in)					
Shaft length	2nd (Spider to rubber coupling center)	772 mm (30.39 in)	_				
Shaft outer diameter	1st	82.6 mm (3.25 in)					
Shall buter diameter	2nd	75.0 mm (2.95 in)					

Propeller Shaft Runout

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	Unit: mm (in)
Item	Limit
Propeller shaft runout	0.8 (0.031)

Journal Axial Play

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	Unit: mm (in)
Item	Standard
Journal axial play	0 (0)

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

[REAR PROPELLER SHAFT: 3F80A-1VL107]

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000007470507

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-104, "Inspection"	DLN-108, "Inspection"	ı	DLN-108, "Inspection"	ı	DLN-104, "Inspection"	DLN-104, "Inspection"	NVH of FRONT and REAR FINAL DRIVE in this section.	NVH in FAX, RAX, FSU and RSU section.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECT	TED PARTS	Uneven rotating torque	Center bearing improper installation	Excessive center bearing axial end play	Center bearing mounting (insulator) cracks, damage or deterioration	Excessive joint angle	Rotation imbalance	Excessive runout	DIFFERENTIAL	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×	×
Symptom	Shake		×			×				×	×	×	×	×	×
	Vibration	×	×	×	×	×	×	×		×	×		×		×

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PREPARATION

< PREPARATION >

[REAR PROPELLER SHAFT: 3F80A-1VL107]

PREPARATION

PREPARATION

Commercial Service Tools

Tool name	Description	
Power tool	Loosening bolts and nuts	
		DLN

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[REAR PROPELLER SHAFT: 3F80A-1VL107]

PERIODIC MAINTENANCE

REAR PROPELLER SHAFT

Inspection INFOID:0000000007470509

NOISE

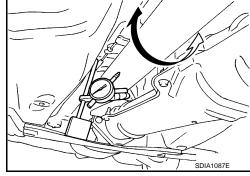
- Check the propeller shaft tube surface for dents or cracks. If damaged, replace propeller shaft assembly.
- If center bearing is noisy or damaged, replace propeller shaft assembly.

VIBRATION

If vibration is present at high speed, inspect propeller shaft runout first.

 With a dial indicator, measure propeller shaft runout at runout measuring points by rotating final drive companion flange with hands.

Propeller shaft runout : Refer to <u>DLN-110, "Propeller</u> Shaft Runout".



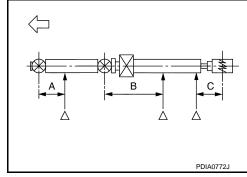
Propeller shaft runout measuring point (Point "△").

∀
 : Vehicle front

Dimension A: 162 mm (6.38 in)

B: 245 mm (9.65 in) C: 185 mm (7.28 in)

If runout still exceeds specifications, separate propeller shaft at final drive companion flange or transfer companion flange; then change the phase between companion flange and propeller shaft by the one bolt hole at a time and install propeller shaft.



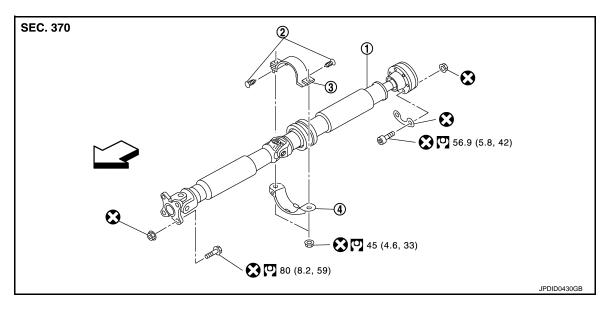
- 3. If runout is more than the limit value, remove and check propeller shaft.
- 4. Check the vibration by driving vehicle.

[REAR PROPELLER SHAFT: 3F80A-1VL107]

REMOVAL AND INSTALLATION

REAR PROPELLER SHAFT

Exploded View



- 1. Propeller shaft assembly
- 2. Clip

3. Center bearing mounting bracket (upper)

Center bearing mounting bracket (lower)

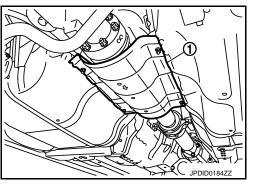
∀
 □: Vehicle front

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

REMOVAL

- Shift the transmission to the neutral position, and release the parking brake.
 Remove the center muffler and exhaust front tube with power tool. Refer to <u>EX-5</u>, "<u>Exploded View</u>".
- 3. Remove the heat plate (1).



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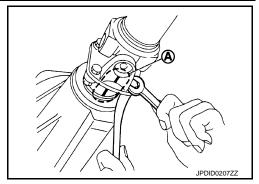
< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3F80A-1VL107]

4. Put matching marks (A) on propeller shaft flange yoke and transfer companion flange.

CAUTION:

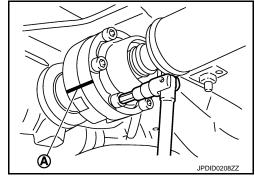
For matching marks, use paint. Never damage propeller shaft flange yoke and transfer companion flange.



5. Put matching marks (A) on propeller shaft rebro joint and final drive companion flange.

CAUTION:

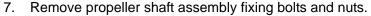
For matching marks, use paint. Never damage propeller shaft rebro joint and final drive companion flange.



6. Loosen mounting nuts (1) of center bearing mounting brackets (upper/lower).

CAUTION:

Tighten mounting nuts temporarily.



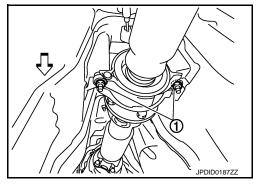
- 8. Remove center bearing mounting bracket fixing nuts.
- 9. Remove propeller shaft assembly.

CAUTION:

- Never damage the rear oil seal of transmission.
- If constant velocity joint was bent during propeller shaft assembly removal, installation, or transportation, its boot may be damaged. Wrap boot interference area to metal part with shop cloth or equivalent to protect boot from breakage.
- 10. Remove clip and center bearing mounting bracket (upper/lower).

INSTALLATION

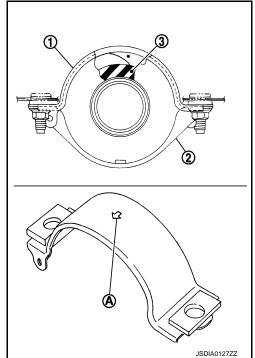
Note the following, and install in the reverse order of removal.



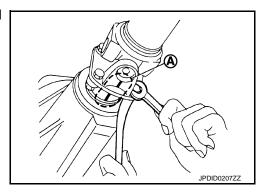
< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3F80A-1VL107]

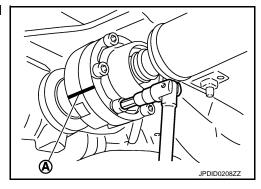
- Install center bearing mounting bracket (upper) (1) with its arrow mark (A) facing forward.
- Adjust position of center bearing mounting bracket (upper), center bearing mounting bracket (lower) (2) sliding back and forth to prevent play in thrust direction of center bearing insulator (3). Install center bearing mounting bracket (upper/lower) to vehicle.



 Align matching marks (A) to install propeller shaft flange yoke and transfer companion flange.



 Align matching marks (A) to install propeller shaft rebro joint and final drive companion flange.



CAUTION:

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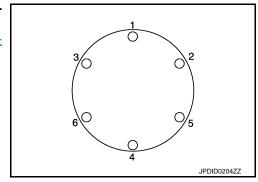
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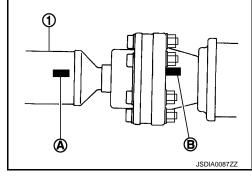
[REAR PROPELLER SHAFT: 3F80A-1VL107]

Tighten mounting bolt and nut in the order shown in the figure.

Perform inspection after installation. Refer to <u>DLN-108</u>, "Inspection".



- If propeller shaft or final drive has been replaced, connect them as follows:
- Install the propeller shaft (1) while aligning its matching mark (A) with the matching mark (B) on the joint as close as possible.
 CAUTION:
 - Avoid damaging the rebro joint boot, protect it with a shop cloth or equivalent.



Inspection INFOID:000000007470512

INSPECTION AFTER REMOVAL

Appearance

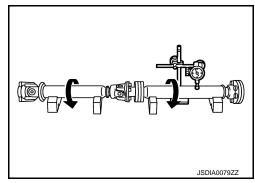
Check propeller shaft for bend and damage. If damage is detected, replace propeller shaft assembly.

Propeller Shaft Runout

Check propeller shaft runout at measuring points with a dial indicator. If runout exceeds specifications, replace propeller shaft assembly.

Propeller shaft runout : Refer to <u>DLN-110</u>, "<u>Propeller</u>

Shaft Runout".

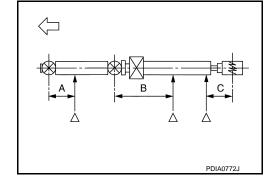


Propeller shaft runout measuring point (Point "△").

∀ : Vehicle front

Dimension A: 162 mm (6.38 in)

B: 245 mm (9.65 in) C: 185 mm (7.28 in)



Journal Axial Play

REAR PROPELLER SHAFT

< REMOVAL AND INSTALLATION >

[REAR PROPELLER SHAFT: 3F80A-1VL107]

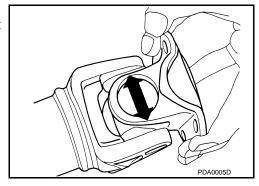
As shown in the figure, while fixing yoke on one side, check axial play of joint. If it is outside the standard, replace propeller shaft assembly.

> : Refer to DLN-110, "Journal Journal axial play

Axial Play".

CAUTION:

Never disassemble joints.



Center Bearing

Check center bearing for noise and damage. If noise or damage is detected, replace propeller shaft assembly. **CAUTION:**

Never disassemble center bearing.

INSPECTION AFTER INSTALLATION

After assembly, perform a driving test to check propeller shaft vibration. If vibration occurred, separate propeller shaft from final drive or transfer. Reinstall companion flange by changing the phase between companion flange and propeller shaft by the one bolt hole at a time. Then perform driving test and check propeller shaft vibration again at each point.

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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS) [REAR PROPELLER SHAFT: 3F80A-1VL107]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:0000000007470513

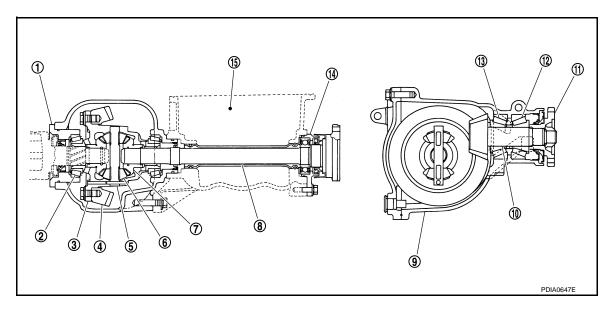
Applied model		AWD			
		VQ37VHR			
		A/T			
Propeller shaft model		3F80A-1VL107			
Number of joints		3			
	1st joint	Shell type			
Type of journal bearings (Non-disassembly type)	2nd joint	Shell type			
(Ivoir diadocombry typo)	3rd joint	Rebro joint type			
Coupling method with transf	er	Flange type			
Coupling method with rear fi	nal drive	Rebro joint type			
	1st (Spider to spider)	435 mm (17.13 in)			
Shaft length	2nd (Spider to rebro joint center)	757 mm (29.80 in)			
Ob att autom diamentan	1st	82.6 mm (3.252 in)			
Shaft outer diameter	2nd	75.0 mm (2.953 in)			
Propeller Shaft Runout		INFOID:00000000747051			
		Unit: mm (in			
Item		Limit			
Propeller shaft runout		0.8 (0.031)			
Journal Axial Play		INFOID:00000000747051			
		Unit: mm (in			
Item		Standard			
Journal axial play		0 (0)			

[FRONT FINAL DRIVE: F160A]

SYSTEM DESCRIPTION

FRONT FINAL DRIVE ASSEMBLY

System Diagram



- 1. Side retainer
- 4. Drive gear
- 7. Side gear
- 10. Drive pinion
- 13. Pinion rear bearing

- 2. Side bearing
- 5. Pinion mate shaft
- 8. Side shaft
- 11. Companion flange
- 14. Extension tube retainer
- 3. Differential case
- 6. Pinion mate gear
- 9. Gear carrier
- 12. Pinion front bearing
- 15. Engine assembly

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000007470517

[FRONT FINAL DRIVE: F160A]

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-140, "Inspection After Disassembly"	DLN-135, "Adjustment"	DLN-140, "Inspection After Disassembly"	DLN-135, "Adjustment"	DLN-135, "Adjustment"	DLN-118, "Inspection"	NVH of FRONT and REAR PROPELLER SHAFT in this section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED PARTS		Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

 $[\]times$: Applicable

PRECAUTIONS

< PRECAUTION >

[FRONT FINAL DRIVE: F160A]

PRECAUTION

PRECAUTIONS

Service Notice or Precautions for Front Final Drive

INFOID:0000000007470519

- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they never interfere with the function of the parts when applied.
- Overhaul should be done in a clean work area, it is preferable to work in dustproof area.
- Before disassembly, using steam or white gasoline, completely remove sand and mud from the exterior of the unit, preventing them from entering into the unit during disassembly or assembly.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with new ones if necessary.
- Gaskets, seals and O-rings should be replaced any time when the unit is disassembled.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- When applying sealant, remove the old sealant from the mounting surface; then remove any moisture, oil, and foreign materials from the application and mounting surfaces.
- Always use shop paper for cleaning the inside of components.
- Avoid using cotton gloves or shop rags to prevent entering of lint.
- During assembly, observe the specified tightening torque, and apply new gear oil, petroleum jelly, or multipurpose grease as specified for each vehicle, if necessary.

NOTE:

Front oil seal cannot be replaced on vehicle, because there is not enough room.

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[FRONT FINAL DRIVE: F160A]

PREPARATION

PREPARATION

Special Service Tools

INFOID:0000000007470520

Tool number (Kent-Moore No.) Tool name		Description
KV381054S0 (J-34286) Puller	ZZA0601D	Removing side oil seal (right side) Removing side bearing outer race
ST33400001 J-26082) Drift a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.	ZZA0702D	Installing side oil seal (right side) Installing front oil seal
(V38102100 J-25803-01)		Installing side oil seal (left side)
Drift a: 44 mm (1.73 in) dia. b: 36 mm (1.42 in) dia. b: 24.5 mm (0.965 in) dia.	ZZA1046D	
(V38100200 (—) Drift a: 65 mm (2.56 in) dia. b: 49 mm (1.93 in) dia.	ab	Installing side shaft oil seal
ST30032000	ZZA1143D	Installing side shaft
(J-26010-01) Orift a: 80 mm (3.15 in) dia. o: 38 mm (1.50 in) dia. o: 31 mm (1.22 in) dia.	a b C C	Installing pinion rear bearing inner race
KV10111100 (J-37228) Seal cutter	S-NT107	Removing carrier cover
	S-NT046	

PREPARATION

[FRONT FINAL DRIVE: F160A]

ool number Kent-Moore No.) ool name	Description
ST3306S001 J-22888-D) Differential side bearing puller set : ST33051001 (J-22888-20) Puller :: ST33061000 (J-8107-2) Base a: 28.5 mm (1.122 in) dia. b: 38 mm (1.50 in) dia.	Removing and installing side bearing inner race
ST33230000 (J-25805-01) Drift a: 51 mm (2.01 in) dia. b: 41 mm (1.61 in) dia. b: 28.5 mm (1.122 in) dia.	Installing side bearing inner race
ST30611000 J-25742-1) Drift bar	Installing side bearing outer race
XV31103000 J-38982) Drift a: 49 mm (1.93 in) dia. b: 70 mm (2.76 in) dia.	Installing side bearing outer race
ST3127S000 U-25765-A) Preload gauge	Measuring pinion bearing preload and total preload
J-8129) Spring gauge	Measuring turning torque

PREPARATION

< PREPARATION >

[FRONT FINAL DRIVE: F160A]

Tool number (Kent-Moore No.) Tool name		Description
ST37820000 (—) Drift a: 39 mm (1.54 in) dia. b: 72 mm (2.83 in) dia.	b\a	Installing pinion front and rear bearing outer race
	ZZA0836D	
KV38102510 (—) Drift a: 71 mm (2.80 in) dia. b: 65 mm (2.56 in) dia.	a b	Installing front oil seal

Commercial Service Tools

INFOID:0000000007470521

Tool name		Description
Flange wrench	_	Removing and installing drive pinion lock nut
	NT035	
Puller		Removing companion flange
Replacer	ZZA0119D	Removing pinion rear bearing inner race
Керіасеі		Removing pinion real bearing lines race
	ZZAO700D	

PREPARATION

< PREPARATION >

[FRONT FINAL DRIVE: F160A]

Tool name		Description	
Spacer a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia.	- b -	Installing pinion front bearing inner race	
c: 30 mm (1.18 in)	c		
Davisatasi	a zza1133D	Lacarian halfa and muta	
Power tool		Loosening bolts and nuts	
	PBIC0190E		

DLN-117 2012 G Coupe Revision: 2013 February

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[FRONT FINAL DRIVE: F160A]

PERIODIC MAINTENANCE

FRONT DIFFERENTIAL GEAR OIL

Inspection INFOID:000000007470522

OIL LEAKAGE

Make sure that oil is not leaking from final drive assembly or around it.

OIL LEVEL

 Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.

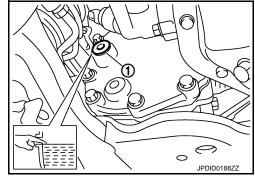
CAUTION:

Never start engine while checking oil level.

Set a gasket on filler plug and install it on final drive assembly.
 Refer to <u>DLN-124</u>, "<u>Exploded View</u>".

CAUTION:

Never reuse gasket.

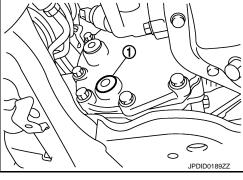


Draining INFOID:000000007470523

- 1. Stop engine.
- 2. Remove drain plug (1) and drain gear oil.
- Set a gasket on drain plug and install it to final drive assembly and tighten to the specified torque. Refer to <u>DLN-124</u>, "<u>Exploded</u> <u>View</u>".

CAUTION:

Never reuse gasket.



Refilling INFOID:000000007470524

1. Remove filler plug (1). Fill with new gear oil until oil level reaches the specified level near filler plug mounting hole.

Oil grade and Viscosity : Refer to MA-15, "FOR

NORTH AMERICA: Fluids and Lubricants" (For North America), MA-16, "FOR MEXICO: Fluids and Lubricants" (For Mexico).

Oil capacity : Refer to <u>DLN-149, "General Specifications".</u>

JPDID0188ZZ

 After refilling oil, check oil level. Set a gasket to filler plug, then install it to final drive assembly. Refer to <u>DLN-124, "Exploded View"</u>.

CAUTION:

Never reuse gasket.

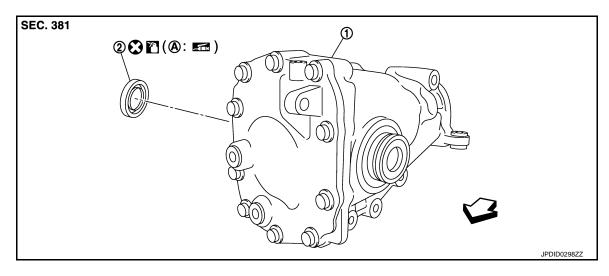
[FRONT FINAL DRIVE: F160A]

REMOVAL AND INSTALLATION

SIDE OIL SEAL RIGHT SIDE

RIGHT SIDE: Exploded View

INFOID:0000000007470525



- Front final drive assembly
- 2. Side oil seal (right side)

- A: Oil seal lip
- ⟨□: Vehicle front
- ? Apply gear oil.
- Apply multi-purpose grease.

Refer to GI-4, "Components" for symbols not described above.

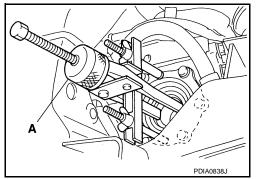
RIGHT SIDE: Removal and Installation

REMOVAL

- 1. Remove the front drive shaft. Refer to FAX-23, "Exploded View".
- 2. Remove the side oil seal using a puller (A) [SST: KV381054S0 (J-34286)].

CAUTION:

Never damage gear carrier.



INSTALLATION

1. Apply multi-purpose grease to sealing lips of side oil seal.

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SIDE OIL SEAL

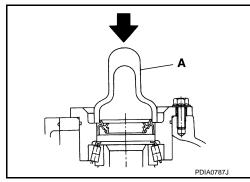
< REMOVAL AND INSTALLATION >

[FRONT FINAL DRIVE: F160A]

Using the drift (A) [SST: ST33400001 (J-26082)], press-fit side oil seal so that its surface comes face-to-face with the end surface of the side retainer.

CAUTION:

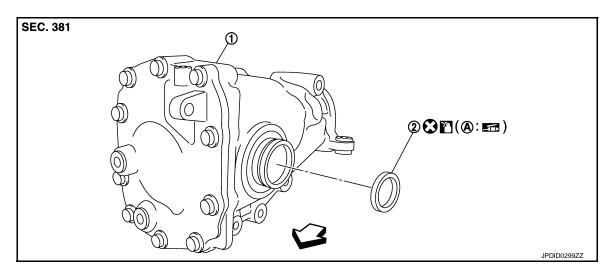
- · Never reuse oil seal.
- · When installing, never incline oil seal.
- 3. Install the front drive shaft. Refer to FAX-23, "Exploded View".
- 4. When oil leaks while removing, check oil level after the installation. Refer to DLN-118, "Inspection".



LEFT SIDE

LEFT SIDE: Exploded View

INFOID:0000000007470527



- 1. Front final drive assembly
- 2. Side oil seal (left side)

- Oil seal lip
- ∀
 □: Vehicle front
- ?: Apply gear oil.
- Apply multi-purpose grease.

Refer to GI-4, "Components" for symbols not described above.

LEFT SIDE: Removal and Installation

INFOID:0000000007470528

REMOVAL

Remove the front final drive assembly from vehicle with power tool. Refer to <u>DLN-122</u>, "Exploded View". NOTE:

Left side oil seal is attached to engine assembly. Replace it after removing front final drive assembly from vehicle.

Remove the side oil seal using a suitable tool.

CAUTION:

Never damage gear carrier.

INSTALLATION

Apply multi-purpose grease to sealing lips of side oil seal.

SIDE OIL SEAL

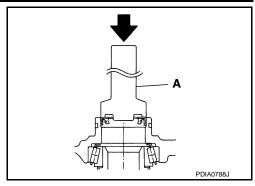
< REMOVAL AND INSTALLATION >

[FRONT FINAL DRIVE: F160A]

 Using the drift (A) [SST: KV38102100 (J-25803-01)], press-fit side oil seal so that its surface comes face-to-face with the end surface of the gear carrier.

CAUTION:

- Never reuse oil seal.
- When installing, never incline oil seal.
- 3. Install the front final drive assembly on vehicle. Refer to <u>DLN-122</u>, "Exploded View".
- 4. When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-118</u>, "Inspection".



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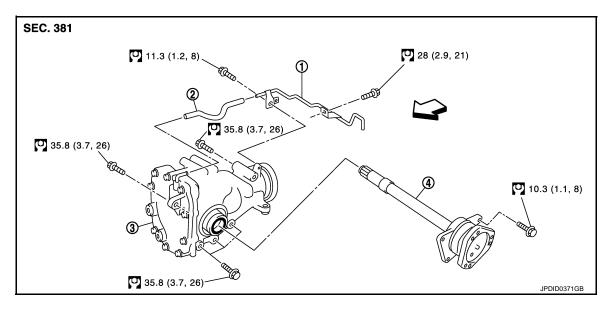
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UNIT REMOVAL AND INSTALLATION

FRONT FINAL DRIVE ASSEMBLY

Exploded View INFOID:0000000007470529



1. Breather tube

2. Breather hose

3. Front final drive assembly

Side shaft

⟨□: Vehicle front

Refer to GI-4, "Components" for symbols in the figure.

Removal and Installation

INFOID:0000000007470530

REMOVAL

- Remove engine assembly from the vehicle. Refer to <u>EM-74, "AWD: Exploded View"</u>.
- Separate engine assembly and suspension member.
- 3. Remove engine mounting bracket (RH) (lower). Refer to EM-74, "AWD: Exploded View".
- 4. Remove air breather hose and tube.
- Remove side shaft.
- Remove final drive assembly mounting bolts with power tool and separate front final drive assembly from engine.

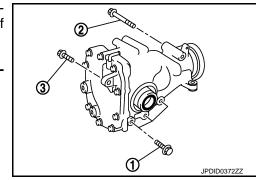
INSTALLATION

Note the following, install in the reverse order of removal.

- When installing the side shaft, apply multi-purpose grease to contact surface of side shaft and side shaft oil seal.
- Tighten mounting bolts in the order described below when installing front final drive assembly: side of gear carrier (1), upper side of gear carrier (2), part of carrier cover (3).

CAUTION:

Align the mating faces of gear carrier and oil pan for installation.



FRONT FINAL DRIVE ASSEMBLY

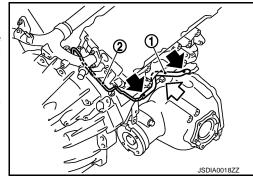
< UNIT REMOVAL AND INSTALLATION >

[FRONT FINAL DRIVE: F160A]

Install breather hose (1) and tube (2) as shown in the figure.
 CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

- Make sure the paint mark facing up (
- Securely install the hose until it seats the rounded portion of the tube. (←) (front final drive assembly side).
- Securely install the hose until it to paint mark of the tube. ((vehicle rear side).
- Face the bend of the breather hose (⇐¬) to the engine.
- When oil leaks while removing final drive assembly, check oil level after the installation. Refer to <u>DLN-118</u>, "Inspection".



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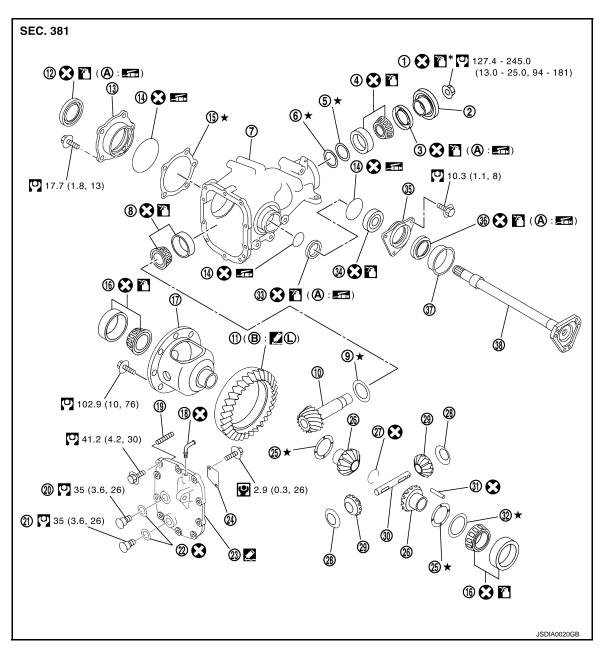
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UNIT DISASSEMBLY AND ASSEMBLY

SIDE SHAFT

Exploded View



- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Gear carrier
- 10. Drive pinion
- 13. Side retainer
- 16. Side bearing
- 19. Dowel pin
- 22. Gasket
- 25. Side gear thrust washer
- 28. Pinion mate thrust washer

- 2. Companion flange
- Drive pinion bearing adjusting wash- 6.
- 8. Pinion rear bearing
- 11. Drive gear
- 14. O-ring
- 17. Differential case
- 20. Filler plug
- 23. Carrier cover
- 26. Side gear
- 29. Pinion mate gear

- 3. Front oil seal
- Drive pinion adjusting washer
- 9. Pinion height adjusting washer
- 12. Side oil seal (right side)
- 15. Side bearing adjusting shim
- 18. Breather connector
- 21. Drain plug
- 24. Gear oil defense
- 27. Circular clip
- 30. Pinion mate shaft

SIDE SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

*: Apply anti-corrosion oil.

[FRONT FINAL DRIVE: F160A]

31. Lock pin 32. Side bearing adjusting washer 33. Side oil seal (left side)

34. Side shaft bearing35. Extension tube retainer36. Side shaft oil seal37. Dust seal38. Side shaft

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

A: Oil seal lip B: Screw hole

Apply gear oil.

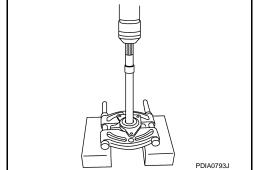
Apply multi-purpose grease.

Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described above.

Disassembly NFOID:000000007470532

1. Hold extension tube retainer with puller, then press out side shaft using a press.

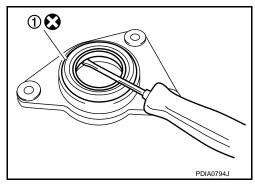


Remove side shaft oil seal (1) from extension tube retainer with a suitable tool.

CAUTION:

Never damage extension tube retainer.

- 3. Remove side shaft bearing from extension tube retainer.
- 4. Remove O-ring from extension tube retainer.
- Remove dust seal from side shaft.

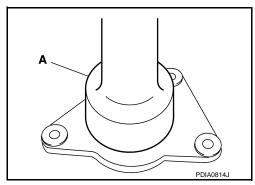


Assembly INFOID:0000000007470533

 Using the drift (A) [SST: KV38100200 (—)], install side shaft oil seal.

CAUTION:

- · Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 2. Install dust seal.



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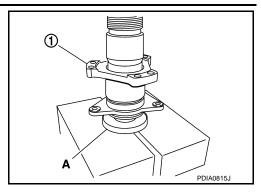
SIDE SHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

- Support side shaft bearing with the drift (A) [SST: ST30032000 (J-26010-01)], then press side shaft (1) into the side shaft bearing using a press.
- Apply multi-purpose grease to O-ring, and install it to extension tube retainer.

CAUTION:

Never reuse O-ring.



[FRONT FINAL DRIVE: F160A]

INFOID:0000000007470534

Inspection After Disassembly

DRIVE GEAR AND DRIVE PINION

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

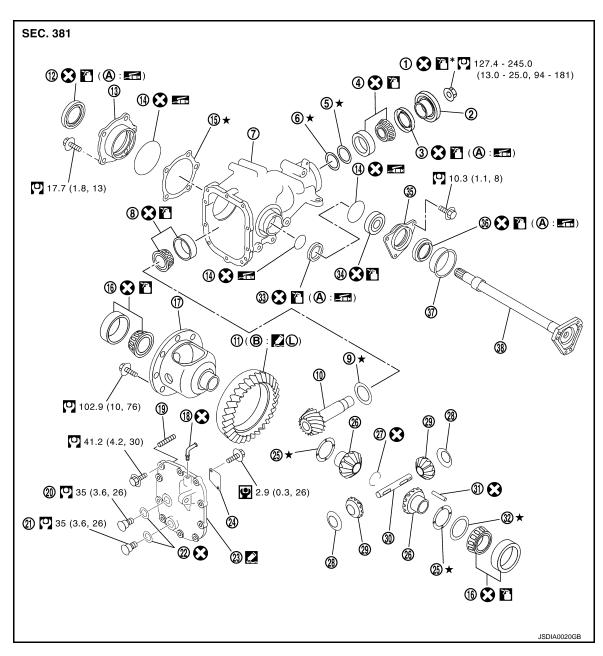
DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

Exploded View



- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Gear carrier
- 10. Drive pinion
- 13. Side retainer
- 16. Side bearing
- 19. Dowel pin
- 22. Gasket
- 25. Side gear thrust washer
- 28. Pinion mate thrust washer
- 31. Lock pin

- 2. Companion flange
- 5. Drive pinion bearing adjusting wash- 6. er
- 8. Pinion rear bearing
- 11. Drive gear
- 14. O-ring
- 17. Differential case
- 20. Filler plug
- 23. Carrier cover
- 26. Side gear
- 29. Pinion mate gear
- 32. Side bearing adjusting washer

- 3. Front oil seal
- Drive pinion adjusting washer
- 9. Pinion height adjusting washer
- 12. Side oil seal (right side)
- 15. Side bearing adjusting shim
- 18. Breather connector
- 21. Drain plug
- Gear oil defense
- 27. Circular clip
- 30. Pinion mate shaft
- 33. Side oil seal (left side)

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< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

34. Side shaft bearing 35. Extension tube retainer 36. Side shaft oil seal

37. Dust sealA: Oil seal lipB: Screw hole

?: Apply gear oil.

*: Apply anti-corrosion oil.

: Apply multi-purpose grease.

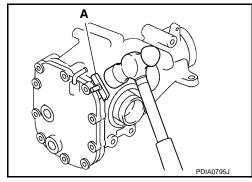
2: Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

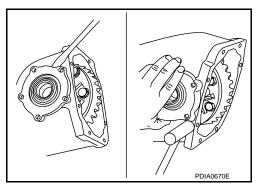
Refer to GI-4, "Components" for symbols not described above.

Disassembly INFOID:0000000007470536

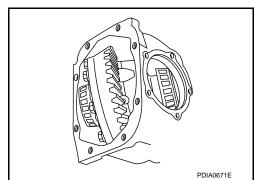
- 1. Drain gear oil, if necessary.
- 2. Remove carrier cover mounting bolts.
- Remove carrier cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and carrier cover. CAUTION:
 - Never damage the mating surface.
 - Never insert flat-bladed screwdriver, this may damage the mating surface.



- 4. Remove side retainer.
- 5. Remove side bearing adjusting shim.
- 6. Remove O-ring from side retainer.



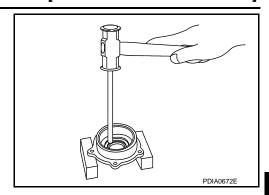
7. Remove differential case assembly from gear carrier.



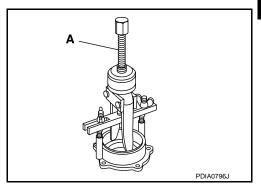
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

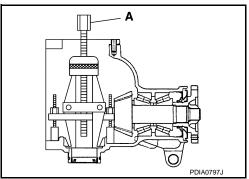
8. Remove side oil seal (right side) from side retainer.



- 9. Remove side bearing outer race with puller (A) [SST: KV381054S0 (J-34286)].
- 10. Remove O-ring from gear carrier.
- 11. Remove side oil seal (left side) from gear carrier.



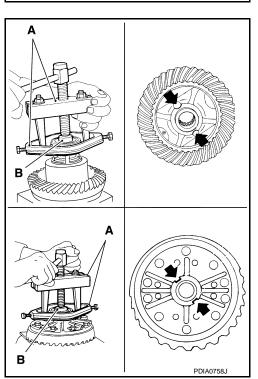
12. Remove side bearing outer race with puller (A) [SST: KV381054S0 (J-34286)].



- Remove side bearing inner race with puller (A) and base (B).
 To prevent damage to bearing, engage puller jaws in groove (←).
 - A: Puller [SST: ST33051001 (J-22888-20)]
 - B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except if it is replaced.



Revision: 2013 February DLN-129 2012 G Coupe

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< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

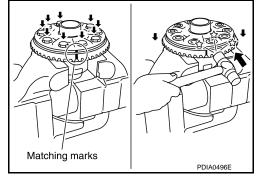
14. For proper reinstallation, paint matching marks on one differential case assembly.

CAUTION:

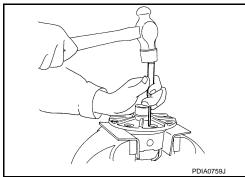
For matching marks, use paint. Never damage differential case and drive gear.

- 15. Remove drive gear mounting bolts.
- 16. Tap drive gear off differential case assembly with a soft hammer. **CAUTION:**

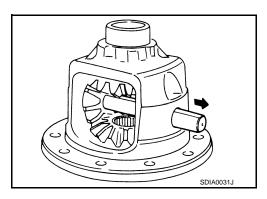
Tap evenly all around to keep drive gear from bending.



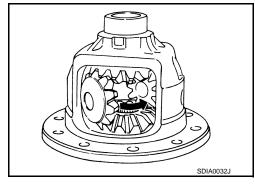
17. Remove lock pin of pinion mate shaft with a punch from drive gear side.



18. Remove pinion mate shaft.



19. Turn pinion mate gear, then remove pinion mate gears, pinion mate thrust washers, side gears and side gear thrust washers from differential case.

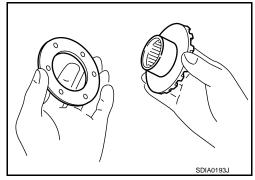


< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

Assembly

 Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.



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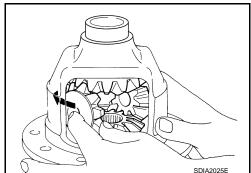
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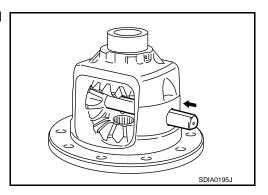
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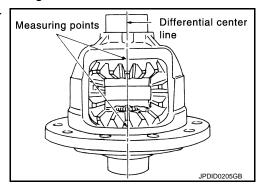
- Install side gears and thrust washers into differential case. CAUTION:
 - Never reuse circular clip.
 - Make sure that the circular clip is installed to side gear (side retainer side).
- 3. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.



 Align the lock pin holes on differential case with shaft, and install pinion mate shaft.



- 5. Measure side gear end play. If necessary, select the appropriate side gear thrust washers.
- Place differential case straight up so that side gear to be measured comes upward.



< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

b. Using feeler gauge, measure the clearance between side gear back and differential case at 3 different points, while rotating side gear. Average the 3 readings, and then measure the clearance of the other side as well.

Side gear back clearance : Refer to <u>DLN-149, "Differ-</u>

ential Side Gear Clear-

ance".

CAUTION:

To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.

c. If the back clearance is outside the specification, use a thicker/ thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

When the back clearance

When the back clearance

Use a thicker thrust wash-

is large:

Use a thinner thrust wash-

is small:

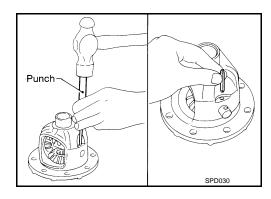
er.

CAUTION:

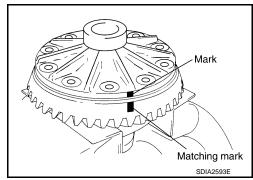
Select a side gear thrust washer for right and left individually.

 Drive a lock pin into pinion mate shaft, using a punch. Make sure lock pin is flush with differential case. CAUTION:

Never reuse lock pin.



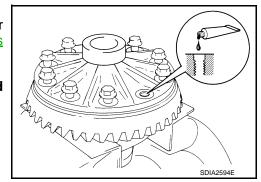
7. Align the matching mark of drive gear with the mark of differential case, then place drive gear.



8. Apply thread locking sealant into the thread hole of drive gear. Use Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

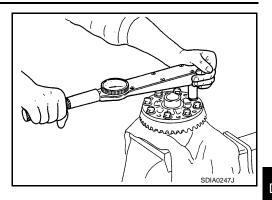
Drive gear back and threaded holes must be cleaned and degreased sufficiently.



[FRONT FINAL DRIVE: F160A]

9. Install drive gear on the mounting bolts. **CAUTION:**

Tighten bolts in a crisscross fashion.

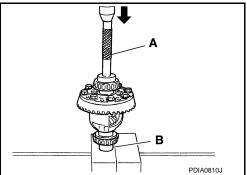


10. Press side bearing inner races to differential case, using the drift (A) and the base (B).

A: Drift [SST: ST33230000 (J-25805-01)] B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

Never reuse side bearing inner race.

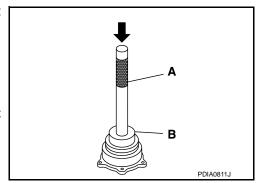


11. Press-fit side bearing outer race into side retainer with the drift bar (A) and the drift (B).

A: Drift bar [SST: ST30611000 (J-25742-1)]
B: Drift [SST: KV31103000 (J-38982)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to side retainer.
- Never reuse side bearing outer race.

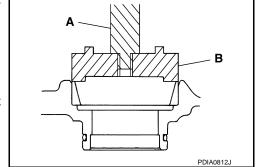


12. Press-fit side bearing outer race into gear carrier with the drift bar (A) and the drift (B).

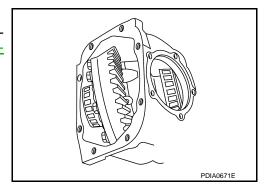
A: Drift bar [SST: ST30611000 (J-25742-1)]
B: Drift [SST: KV31103000 (J-38982)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse side bearing outer race.



- 13. Place the differential case assembly into gear carrier.
- 14. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting shim. Refer to DLN-135, "Adjustment".



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[FRONT FINAL DRIVE: F160A]

15. Install selected side bearing adjusting shim (1). Refer to <u>DLN-135</u>, "Adjustment".

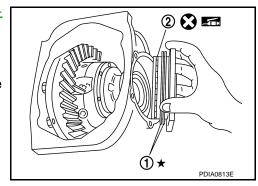
2 : O-ring

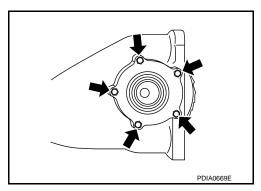
Apply multi-purpose grease to O-ring, and install it to side retainer.

CAUTION:

Never reuse O-ring.

- 17. Install side retainer assembly to gear carrier.
- 18. Install side retainer mounting bolts.

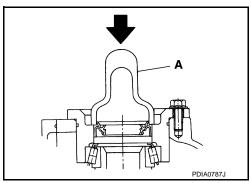




19. Using the drift (A) [SST: ST33400001 (J-26082)], press-fit side oil seal so that its surface comes face-to-face with the end surface of the side retainer.

CAUTION:

- Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



20. Using the drift (A) [SST: KV38102100 (J-25803-01)], press-fit side oil seal so that its surface comes face-to-face with the end surface of gear carrier.

CAUTION:

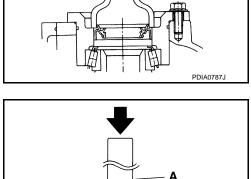
- · Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 21. Apply multi-purpose grease to O-ring, and install it to gear carrier.



Never reuse O-ring.

22. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to DLN-135, "Adjustment".

Recheck above items. Readjust as described above, if necessary.



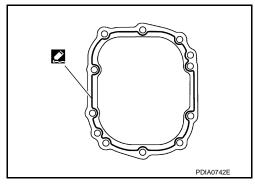
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

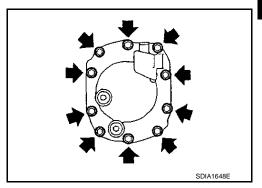
23. Apply sealant to mating surface of carrier cover. Use Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.



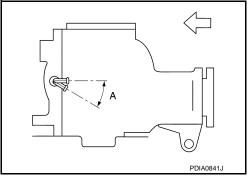
24. Install carrier cover on gear carrier and tighten mounting bolts.



25. Set breather connector angle (A) as shown in the figure.

∀ : Vehicle front

 $: 0 - 30^{\circ}$



Adjustment INFOID:0000000007470538

TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

- Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction. 1.
- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- 3. Measure total preload with preload gauge (A) [SST: ST3127S000 (J-25765-A)].

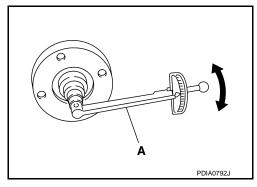
Total preload torque : Refer to DLN-149, "Preload Torque".

NOTE:

Total preload torque = Pinion bearing preload torque + Side bearing preload torque

 If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.

Adjust the pinion bearing preload first, then adjust the side bearing preload.



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[FRONT FINAL DRIVE: F160A]

When the preload torque is large

On pinion bearings: Decrease the drive pinion bearing adjusting washer and drive pinion

adjusting washer thickness. For selecting adjusting washer, refer to

the latest parts information.

On side bearings: Increase the side bearing adjusting shim thickness. For selecting ad-

justing washer, refer to the latest parts information.

When the preload torque is small

On pinion bearings: Increase the drive pinion bearing adjusting washer and drive pinion

adjusting washer thickness. For selecting adjusting washer, refer to

the latest parts information.

On side bearings: Decrease the side bearing adjusting shim thickness. For selecting ad-

justing washer, refer to the latest parts information.

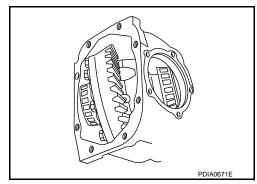
SIDE BEARING PRELOAD

· Before inspection and adjustment, drain gear oil.

1. Remove carrier cover and side retainer. Refer to DLN-128, "Disassembly".

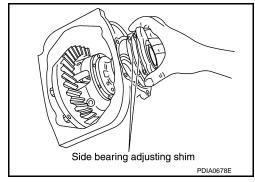
2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.

3. Place the differential case assembly into gear carrier.

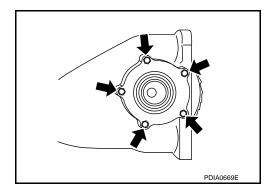


- 4. Install side bearing adjusting shim before disassembling or shim which thickness is the same as the one before disassembling.
- Install side retainer assembly to gear carrier. CAUTION:

Never install O-ring.



6. Install side retainer mounting bolts to the specified torque.



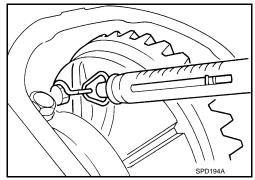
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

7. Measure the turning torque of the gear carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

Specification

: 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force at the drive gear bolt



8. If the turning torque is outside the specification, use a thicker/ thinner side bearing adjusting shim to adjust. For selecting adjusting shim, refer to the latest parts information.

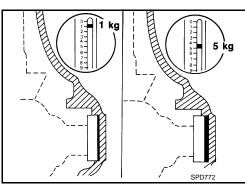
If the turning torque is less than the specified range:

Decrease the side bearing adjusting shim thickness.

If the turning torque is greater than the specification:

Increase the side bearing adjusting shim thickness.

Record the total amount of shim thickness required for the correct carrier side bearing preload.



DRIVE GEAR RUNOUT

- 1. Remove carrier cover. Refer to DLN-128, "Disassembly".
- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout

: Refer to <u>DLN-149, "Drive</u> <u>Gear Runout"</u>.

 If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

CAUTION:

Replace drive gear and drive pinion gear as a set.

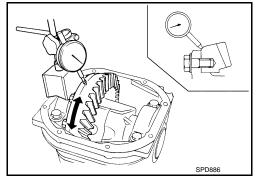
TOOTH CONTACT

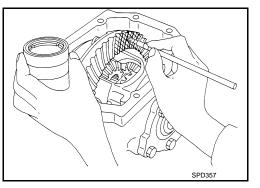
Before inspection and adjustment, drain gear oil.

- Remove carrier cover. Refer to DLN-128, "Disassembly".
- Apply red lead to drive gear.

CAUTION:

Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.





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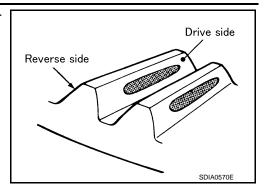
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

 Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

Check tooth contact on drive side and reverse side.



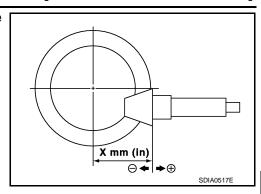
Tooth contact pattern					
Back side	Drive side	Pinion height adjusting washer selection value [mm(in)]	Adjustment requirement (Yes/No)		
Heel side Toe side	Toe side Heel side	Selection value [iiiii(iii/]	(res/No)		
		+0.15 (+0.0059)			
		+0.12 (+0.0047)	Yes		
		+0.09 (+0.0035)			
		+0.06 (+0.0024)			
		+0.03 (+0.0012)			
		0	No		
		-0. 03 (-0. 0012)			
		-0.06 (-0.0024)			
		-0. 09 (-0. 0035)			
		-0.12 (-0.0047)	Yes		
	<i>a</i>	-0.15 (-0.0059)			

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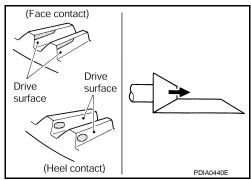
[FRONT FINAL DRIVE: F160A]

4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height [dimension (X)].



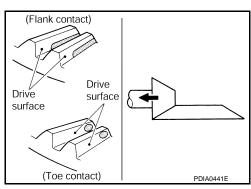
• If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

For selecting adjusting washer, refer to the latest parts information.



• If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.

For selecting adjusting washer, refer to the latest parts information.



BACKLASH

Before inspection and adjustment, drain gear oil.

- 1. Remove carrier cover. Refer to <u>DLN-128</u>, "<u>Disassembly</u>".
- Fit a dial indicator to the drive gear face to measure the backlash.

Backlash

: Refer to <u>DLN-149, "Back-lash".</u>

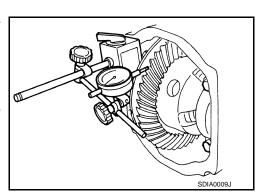
• If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Decrease side bearing adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.

When the backlash is small:

Increase side bearing adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.



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< UNIT DISASSEMBLY AND ASSEMBLY >

Inspection After Disassembly

INFOID:0000000007470539

[FRONT FINAL DRIVE: F160A]

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

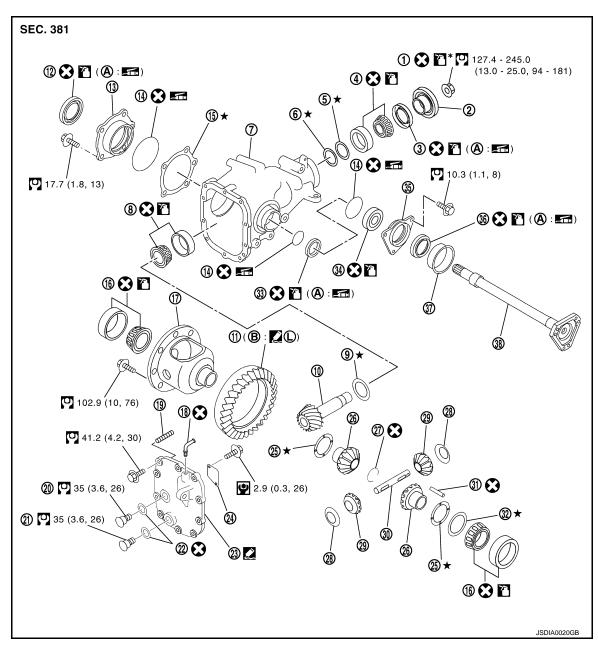
- · Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

DRIVE PINION

Exploded View



- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Gear carrier
- 10. Drive pinion
- 13. Side retainer
- 16. Side bearing
- 19. Dowel pin
- 22. Gasket
- 25. Side gear thrust washer
- 28. Pinion mate thrust washer
- 31. Lock pin

- 2. Companion flange
- Drive pinion bearing adjusting wash- 6. er
- 8. Pinion rear bearing
- 11. Drive gear
- 14. O-ring
- 17. Differential case
- 20. Filler plug
- 23. Carrier cover
- 26. Side gear
- 29. Pinion mate gear
- 32. Side bearing adjusting washer

- 3. Front oil seal
- Drive pinion adjusting washer
- 9. Pinion height adjusting washer
- 12. Side oil seal (right side)
- 15. Side bearing adjusting shim
- 18. Breather connector
- 21. Drain plug
- Gear oil defense
- 27. Circular clip
- 30. Pinion mate shaft
- 33. Side oil seal (left side)

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DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

34. Side shaft bearing 35. Extension tube retainer 36. Side shaft oil seal

37. Dust seal 38. Side shaft A: Oil seal lip B: Screw hole

: Apply gear oil.

☆: Apply anti-corrosion oil.

Apply multi-purpose grease.

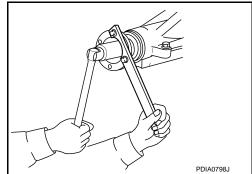
Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine Medium Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described above.

Disassembly INFOID:0000000007470541

- Remove differential case assembly. Refer to <u>DLN-128</u>, "<u>Disassembly</u>".
- Remove drive pinion lock nut with a flange wrench (commercial service tool).



Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

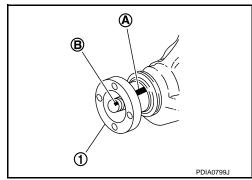
CAUTION:

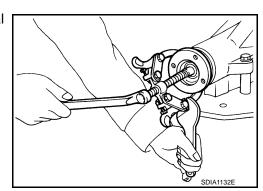
For matching mark, use paint. Never damage companion flange and drive pinion. NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.

Remove companion flange using the suitable puller (commercial service tool).





DRIVE PINION

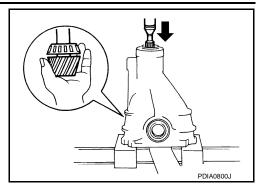
< UNIT DISASSEMBLY AND ASSEMBLY >

[FRONT FINAL DRIVE: F160A]

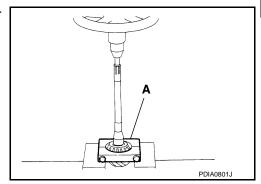
Press drive pinion assembly out of gear carrier. CAUTION:

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove pinion front bearing inner race.
- 8. Remove drive pinion bearing adjusting washer and drive pinion adjusting washer.



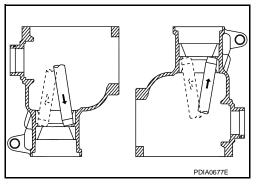
9. Remove pinion rear bearing inner race and pinion height adjusting washer with replacer (A) (commercial service tool).



10. Tap pinion front/rear bearing outer races uniformly a brass rod or equivalent to removed.

CAUTION:

Never damage gear carrier.

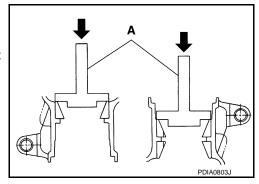


Assembly

1. Install pinion front and rear bearing outer races using drift (A) [SST: ST37820000 ($\,-\,$)].

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse pinion front and rear bearing outer race.



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[FRONT FINAL DRIVE: F160A]

Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

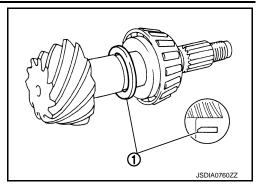
 Select pinion height adjusting washer. Refer to <u>DLN-145</u>, <u>"Adjustment"</u>.

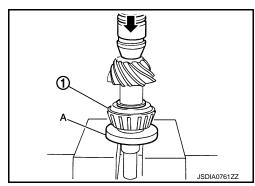
When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

- Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)
- Never reuse pinion rear bearing inner race.
- 3. Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30032000 (J-26010-01)].

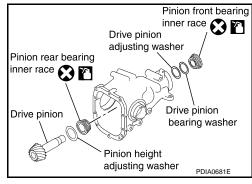


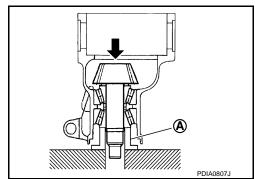


- Temporarily assemble removed drive pinion adjusting washer and drive pinion bearing adjusting washer or same thickness of them to drive pinion.
- 5. Apply gear oil to pinion rear bearing, and assemble drive pinion into gear carrier.
- Apply gear oil to pinion front bearing, and assemble pinion front bearing inner race to drive pinion assembly.
 CAUTION:

Never reuse pinion front bearing inner race.

- 7. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.
- 8. Adjust pinion bearing preload. If necessary, select the appropriate drive pinion adjusting washer and drive pinion bearing adjusting washer. Refer to DLN-145, "Adjustment".





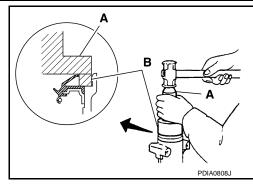
[FRONT FINAL DRIVE: F160A]

9. Using the drifts (A and B), install front oil seal as shown in figure.

A: Drift [SST: ST33400001 (J-26082)]
B: Drift [SST: KV38102510 (—)]

CAUTION:

- Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



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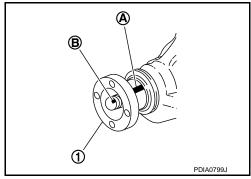
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10. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



11. Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

 Tighten to drive pinion lock nut, while adjusting pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-149, "Preload Torque".</u>

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- Install differential case assembly. Refer to <u>DLN-131, "Assem-bly"</u>.

CAUTION:

Never install carrier cover yet.

- 14. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and companion flange runout. Refer to DLN-135, "Adjustment" and DLN-145, "Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to DLN-135, "Adjustment".
- 16. Install carrier cover. Refer to DLN-131, "Assembly".

PDIA0802J

Adjustment INFOID:000000007470543

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

 Use the formula below to calculate pinion height adjusting washer thickness.

Washer selection equation:

$$T = T_0 + (t_1 - t_2)$$

T: Correct washer thickness

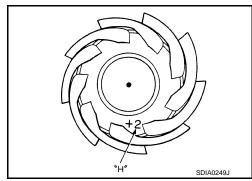
To: Removed washer thickness

t1: Old drive pinion head letter " $H \times 0.01$ "

("H": machined tolerance 1/100 mm × 100)

t2: New drive pinion head letter "H × 0.01"

("H": machined tolerance $1/100 \text{ mm} \times 100$)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 t1: +2 t2: -1

Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm

Used washer... T = 3.21 mm

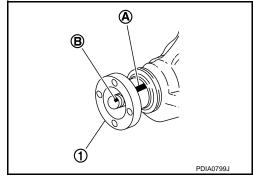
PINION BEARING PRELOAD

Assemble the drive pinion parts if they are disassembled. Refer to <u>DLN-143</u>, "Assembly".

- 1. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- 2. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

3. Temporarily tighten removed drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion lock nut only for the preload measurement

- 4. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- Tighten to drive pinion lock nut, while adjust pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-149, "Pre-load Torque".</u>

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.

6. If the pinion bearing preload torque is outside the specification, use a thicker/thinner drive pinion bearing adjusting washer and drive pinion adjusting washer to adjust.



Decrease the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.

When the preload is small:

Increase the drive pinion bearing adjusting washer and drive pinion adjusting washer thickness. For selecting adjusting washer, refer to the latest parts information.

7. Remove companion flange, after adjustment.

COMPANION FLANGE RUNOUT

- 1. Fit a dial indicator onto the companion flange face (inner side of the propeller shaft mounting bolt holes).
- Rotate companion flange to check for runout.

Companion flange runout : Refer to <u>DLN-149, "Companion Flange Runout"</u>.

- 3. Fit a test indicator to the inner side of companion flange (socket diameter).
- Rotate companion flange to check for runout.

Companion flange runout : Refer to <u>DLN-149, "Companion Flange Runout".</u>

- 5. If the runout value is outside the runout limit, follow the procedure below to adjust.
- a. Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.
- b. If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.
- c. If the runout value is still outside of the limit after the check and repair, replace companion flange.

[FRONT FINAL DRIVE: F160A]

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DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

Inspection After Disassembly

INFOID:0000000007470544

[FRONT FINAL DRIVE: F160A]

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- · Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[FRONT FINAL DRIVE: F160A]

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SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General	Specifications
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		AWD
Applied model	İ	VQ37VHR
	İ	A/T
Final drive model		F160A
Gear ratio		3.357
Number of teeth (Drive gear/Drive pinion)		47/14
Oil capacity (Approx.)	ℓ (US pt, Imp pt)	0.65 (1-3/8, 1-1/8)
Number of pinion gears		2
Drive pinion adjustment spacer type		Solid

Drive Gear Runout

e Gear Runout	INFOID:0000000007470546

	Onit. min (in)
Item	Limit
Drive gear back face runout	0.05 (0.0020)

Differential Side Gear Clearance

INFOID:0000000007470547	
Unit: mm (in)	

| Init: mm (in)

INFOID:0000000007470545

Item	Standard
Side gear backlash (Clearance between side gear and differential case)	0.2 (0.008) or less (Each gear should rotate smoothly without excessive resistance during differential motion.)

Preload Torque

INFOID:000000007470548 Unit: N·m (kg-m, in-lb)

Item	Standard
Pinion bearing (P1)	0.78 – 1.57 (0.08 – 0.16, 7 – 13)
Side bearing (P2)	0.78 - 1.08 (0.08 - 0.11, 7 - 9)
Side bearing to pinion bearing (Total preload) (Total preload = P1 + P2)	1.56 – 2.65 (0.16 – 0.27, 14 – 23)

Backlash

Unit: mm (in)

Item	Standard
Drive gear to drive pinion gear	0.10 - 0.15 (0.0039 - 0.0059)

Companion Flange Runout

INFOID:0000000007470550

Unit: mm (in)

Item	Limit
Companion flange face runout	0.18 (0.0071)
Inner side of the companion flange runout	0.13 (0.0051)

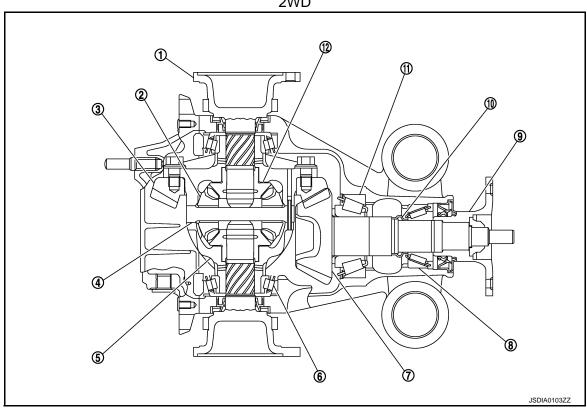
SYSTEM DESCRIPTION

REAR FINAL DRIVE ASSEMBLY

System Diagram INFOID:0000000007470551

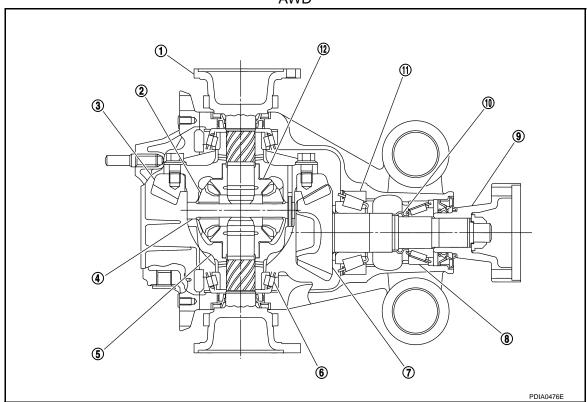
CROSS-SECTIONAL VIEW

2WD



- Side flange
- Pinion mate shaft 4.
- 7. Drive pinion
- 10. Collapsible spacer
- 2. Pinion mate gear
- 5. Differential case
- 8. Pinion front bearing
- 11. Pinion rear bearing
- Drive gear 3.
- 6. Side bearing
- 9. Companion flange
- 12. Side gear

AWD



- 1. Side flange
- 4. Pinion mate shaft
- 7. Drive pinion
- 10. Collapsible spacer
- 2. Pinion mate gear
- 5. Differential case
- 8. Pinion front bearing
- 11. Pinion rear bearing
- 3. Drive gear
- 6. Side bearing
- 9. Companion flange
- 12. Side gear

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:0000000007470552

[REAR FINAL DRIVE: R200]

2WD

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-189, "2WD: Inspection After Disassembly"	DLN-185, "2WD : Adjustment"	DLN-189, "2WD : Inspection After Disassembly"	DLN-185, "2WD: Adjustment"	DLN-185, "2WD: Adjustment"	DLN-159, "Inspection"	NVH of REAR PROPELLER SHAFT in this section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED) PARTS	Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

^{×:} Applicable

AWD

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING [REAR FINAL DRIVE: R200]

< SYMPTOM DIAGNOSIS >

Reference		DLN-202, "AWD: Inspection After Disassembly"	DLN-197, "AWD : Adjustment"	DLN-202, "AWD : Inspection After Disassembly"	DLN-197, "AWD : Adjustment"	DLN-197, "AWD : Adjustment"	DLN-159, "Inspection"	NVH FRONT and REAR PROPELLER SHAFT in this section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED) PARTS	Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRE	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

^{×:} Applicable

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DLN-153 Revision: 2013 February 2012 G Coupe

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Service Notice or Precautions for Rear Final Drive

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[REAR FINAL DRIVE: R200]

- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they never interfere with the function of the parts when applied.
- Overhaul should be done in a clean work area, it is preferable to work in dustproof area.
- Before disassembly, using steam or white gasoline, completely remove sand and mud from the exterior of the unit, preventing them from entering into the unit during disassembly or assembly.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with new ones, if necessary.
- Gaskets, seals and O-rings should be replaced any time when the unit is disassembled.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- When applying sealant, remove the old sealant from the mounting surface; then remove any moisture, oil, and foreign materials from the application and mounting surfaces.
- Always use shop paper for cleaning the inside of components.
- Never use cotton gloves or shop rags to prevent entering of lint.
- During assembly, observe the specified tightening torque, and apply new gear oil, petroleum jelly, or multipurpose grease as specified for each vehicle, if necessary.

[REAR FINAL DRIVE: R200]

PREPARATION

PREPARATION

Special Service Tools

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actual shapes of Kent-Moore tools mool number Kent-Moore No.) ool name	ay differ from those of special service tools illu	Description
V40104100 —) .ttachment		Removing side flange
T36230000 -25840-A) liding hammer	ZZA0804D	Removing side flange
T0.4070000	ZZAOBO3D	
T3127S000 -25765-A) reload gauge	ZZA0806D	Measuring pinion bearing preload and total preload
√381054S0 -34286) uller	ZZAOGO1D	Removing front oil seal
T30720000 -25405) rift 77 mm (3.03 in) dia. 55.5 mm (2.185 in) dia.		Installing front oil seal Installing pinion rear bearing outer race
V38107900 I-39352) rotector	ZZA0811D	Installing side flange

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[REAR FINAL DRIVE: R200]

< PREPARATION >		[REAR FINAL DRIVE: R200]
Tool number (Kent-Moore No.) Tool name		Description
KV38100200 (J-26233) Drift a: 65 mm (2.56 in) dia. b: 49 mm (1.93 in) dia.	alb ZZA1143D	Installing side oil seal
KV10111100 (J-37228) Seal cutter	S-NT046	Removing rear cover
KV38100800 (J-25604-01) Attachment A: 541 mm (21.30 in) B: 200 mm (7.87 in)	B SDIA0267E	Fixing unit assembly
ST3306S001 (J-22888-D) Differential side bearing puller set 1: ST33051001 (J-22888-20) Puller 2: ST33061000 (J-8107-2) Base a: 28.5 mm (1.122 in) dia. b: 38 mm (1.50 in) dia.	2 NT072	Removing and installing side bearing inner race
KV10112100 (BT-8653-A) Angle wrench	ZZA0120D	Tightening drive gear bolt
KV38100300 (J-25523) Drift a: 54 mm (2.13 in) dia. b: 46 mm (1.81 in) dia. c: 32 mm (1.26 in) dia.	ZZA1046D	Installing side bearing inner race

< PREPARATION >

[REAR FINAL DRIVE: R200]

Tool number (Kent-Moore No.) Tool name		Description
 (J-8129) Spring gauge		Measuring turning torque
	NT127	
KV40105230 (—) Drift a: 92 mm (3.62 in) dia. b: 86 mm (3.39 in) dia. c: 45 mm (1.77 in) dia.	a b C	Installing pinion rear bearing outer race
ST30611000 (J-25742-1) Drift bar	PDIA0591E	Installing pinion front bearing outer race (Use with ST30613000)
	S-NT090	
ST30613000 (J-25742-3) Drift a: 72 mm (2.83 in) dia. b: 48 mm (1.89 in) dia.	-b→ -a→	Installing pinion front bearing outer race
ST30901000 (J-26010-01) Drift a: 79 mm (3.11 in) dia. b: 45 mm (1.77 in) dia. b: 35.2 mm (1.386 in) dia.	ZZA1000D	Installing pinion rear bearing inner race

Commercial Service Tools

INFOID:0000000007470555

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Revision: 2013 February DLN-157 2012 G Coupe

[REAR FINAL DRIVE: R200]

Tool name		Description
Flange wrench		Removing and installing drive pinion lock nu
	0	
Puller	NT035	Removing companion flange
	ZZA0119D	
Sliding hammer		Removing differential case assembly
Replacer	NT125	Removing pinion rear bearing inner race
	ZZA0700D	
Spacer a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia. c: 30 mm (1.18 in)	b c a	Installing pinion front bearing inner race
Power tool	, ZZA1133D	Loosening bolts and nuts

PERIODIC MAINTENANCE

REAR DIFFERENTIAL GEAR OIL

Inspection INFOID:0000000007470556 В

OIL LEAKAGE

Make sure that oil is not leaking from final drive assembly or around it.

 Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.

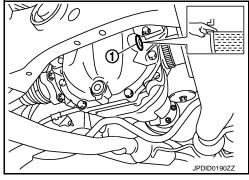
CAUTION:

Never start engine while checking oil level.

· Set a gasket on filler plug and install it on final drive assembly. Refer to DLN-178, "2WD: Exploded View" (2WD), DLN-190, "AWD : Exploded View" (AWD).

CAUTION:

Never reuse gasket.

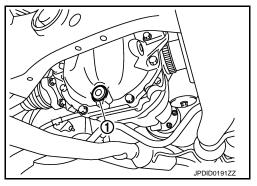


Draining INFOID:0000000007470557

- 1. Stop the engine.
- 2. Remove drain plug (1) and drain gear oil.
- 3. Set a gasket on drain plug and install it to final drive assembly and tighten to the specified torque. Refer to DLN-178, "2WD: Exploded View" (2WD), DLN-190, "AWD: Exploded View" (AWD).

CAUTION:

Never reuse gasket.



Refilling INFOID:0000000007470558

Remove filler plug (1). Fill with new gear oil until oil level reaches the specified level near filler plug mounting hole.

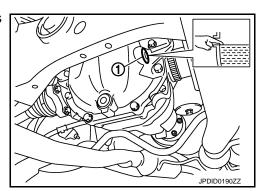
> Oil grade and viscosity : Refer to MA-15, "FOR

> > **NORTH AMERICA: Fluids** and Lubricants" (For North America), MA-16, "FOR **MEXICO: Fluids and Lubri-**

cants" (For Mexico).

: Refer to DLN-219, "Gen-Oil capacity

eral Specification".



2. After refilling oil, check oil level. Set a gasket to filler plug, then install it to final drive assembly. Refer to DLN-178, "2WD: Exploded View" (2WD), DLN-190, "AWD: Exploded View" (AWD). **CAUTION:**

Never reuse gasket.

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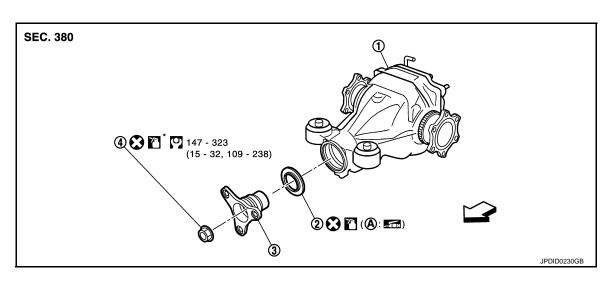
INFOID:0000000007470559

REMOVAL AND INSTALLATION

FRONT OIL SEAL

2WD

2WD: Exploded View



Front oil seal

- 1. Final drive assembly
- 4. Drive pinion lock nut
- A. Oil seal lip
- ∀: Vehicle front
- ?: Apply gear oil.
- ★: Apply unti-corrosion oil.

Refer to GI-4, "Components" for symbols not described on the above.

2WD: Removal and Installation

INFOID:0000000007470560

REMOVAL

CAUTION:

Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to "Identification stamp of replacement frequency of front oil seal". If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-174, "2WD: Removal and Installation" and DLN-179, "2WD: Disassembly".

NOTE:

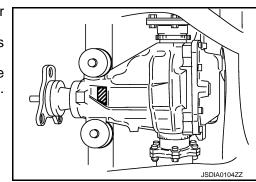
The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal.

 When collapsible appear replacement is required disappearable.

When collapsible spacer replacement is required, disassemble final drive assembly to replace collapsible spacer and front oil seal. Refer to <u>DLN-179</u>, "2WD: <u>Disassembly"</u>.



Companion flange

Stamp	collapsible spacer replacement	
No stamp	Not required	
"0" or "0" on the far right of stamp	Required	
"01" or "1" on the far right of stamp	Not required	

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CAUTION:

Make a stamping after replacing front oil seal.

 After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

CAUTION:

Make a stamping from left to right.

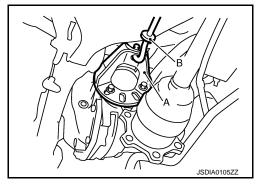
Stamp before stamping	Stamping on the far right	Stamping	
No stamp	0	0	
"0" (Front oil seal was replaced once.)	1	01	
"01" (Collapsible spacer and front oil seal were replaced last time.)	0	010	
"0" is on the far right. (Only front oil seal was replaced last time.)	1	01	
"1" is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	010	

- 1. Drain gear oil. Refer to <u>DLN-159</u>, "<u>Draining</u>".
- 2. Make a judgment if a collapsible spacer replacement is required.
- 3. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 4. Remove rear wheel sensor. Refer to <u>BRC-116</u>, "REAR WHEEL SENSOR: Exploded View".
- 5. Remove drive shaft from final drive. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- 6. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]

B : Sliding hammer [SST: ST36230000 (J-25840-A)]

7. Remove rear propeller shaft. Refer to <u>DLN-96</u>, "Exploded View".

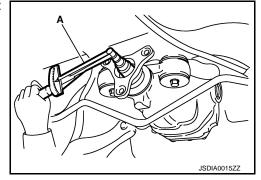


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8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

Record the preload measurement.



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FRONT OIL SEAL

< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200]

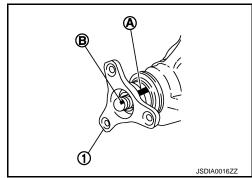
9. Put matching mark (B) on the end of the drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

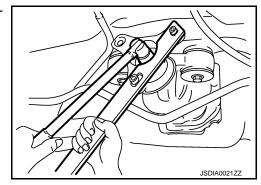
For matching mark, use paint. Never damage companion flange and drive pinion.

NOTE:

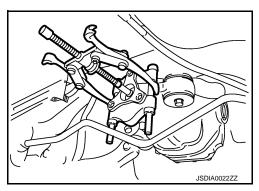
The matching mark on the final drive companion flange indicates the maximum vertical runout position.



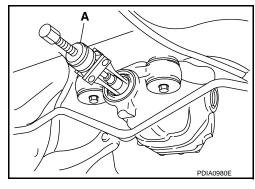
10. Remove drive pinion lock nut using the flange wrench (commercial service tool).



11. Remove companion flange using pullers (commercial service tool).



12. Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].



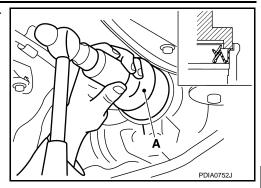
INSTALLATION

1. Apply multi-purpose grease to front oil seal lips.

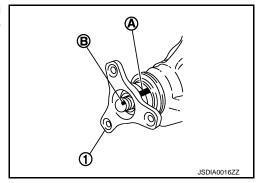
 Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- Never incline oil seal when installing.



3. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange.



 Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

5. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using preload gauge [SST: ST3127S000 (J-25765-A)].

Standard

Total preload torque

: A value that add 0.1 – 0.4 N·m (0.01 – 0.04 kg-m, 0.9 – 3.5 in-lb) to the measured value before removing.

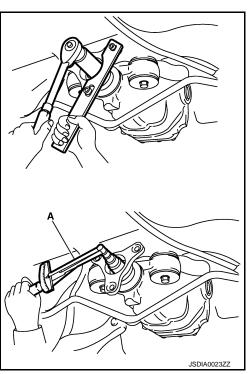
CAUTION:

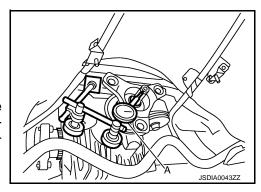
- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- 6. Set a dial indicator (A) vertically to the tip of the drive pinion.
- Rotate drive pinion to check for runout.

Drive pinion runout

: Refer to <u>DLN-219, "Drive</u> <u>Pinion Runout (2WD)"</u>.

 If the runout value is still outside of the limit after the phase has been changed, possible causes are an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.





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Revision: 2013 February DLN-163 2012 G Coupe

Side flange

Tool

SDIA0822E

INFOID:0000000007470561

Make a stamping for identification of front oil seal replacement frequency. Refer to "Identification stamp of replacement frequency of front oil seal".

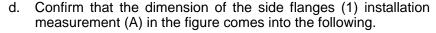
CAUTION:

Make a stamping after replacing front oil seal.

- 9. Install rear propeller shaft. Refer to DLN-96, "Exploded View".
- 10. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the pro-
- Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



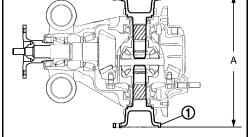


: 326 - 328 mm (12.83 - 12.91 in) Α

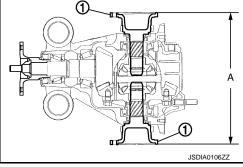
- 11. Install drive shaft. Refer to RAX-10, "Exploded View".
- 12. Install rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 13. Install center muffler. Refer to EX-5, "Exploded View".
- 14. Refill gear oil to the final drive and check oil level. Refer to DLN-159, "Refilling".
- 15. Check the final drive for oil leakage. Refer to DLN-159, "Inspection".

AWD

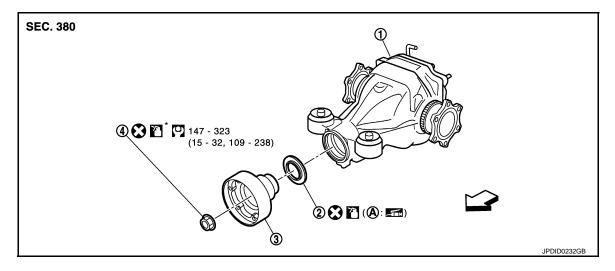
AWD: Exploded View



Companion flange



Side oil seal



- Final drive assembly
- Drive pinion lock nut
- Oil seal lip
- : Vehicle front

DLN-164 Revision: 2013 February 2012 G Coupe

Front oil seal

: Apply gear oil.

*: Apply anti-corrosion oil.

Refer to GI-4, "Components" for symbols not described on the above.

AWD: Removal and Installation

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2012 G Coupe

REMOVAL

CAUTION:

Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to "Identification stamp of replacement frequency of front oil seal". If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-176, "AWD: Removal and Installation" and DLN-191, "AWD: Disassembly".

NOTE:

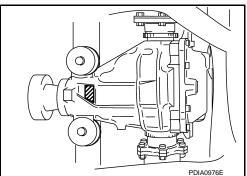
The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal. When collapsible spacer replacement is required, disassemble

final drive assembly to replace collapsible spacer and front oil seal. Refer to DLN-191. "AWD: Disassembly".

Stamp	collapsible spacer replacement
No stamp	Not required
"0" or "0" on the far right of stamp	Required
"01" or "1" on the far right of stamp	Not required



CAUTION:

Make a stamping after replacing front oil seal.

 After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

CAUTION:

Revision: 2013 February

Make a stamping from left to right.

Stamp before stamping	Stamping on the far right	Stamping
No stamp	0	0
"0" (Front oil seal was replaced once.)	1	01
"01" (Collapsible spacer and front oil seal were replaced last time.)	0	010
"0" is on the far right. (Only front oil seal was replaced last time.)	1	01
"1" is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	010

- 1. Drain gear oil. Refer to <u>DLN-159</u>, "<u>Draining</u>".
- Make a judgment if a collapsible spacer replacement is required. 2.
- Remove center muffler with a power tool. Refer to <u>EX-5</u>, "<u>Exploded View</u>".
- Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View". 4.
- Remove drive shaft from final drive. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".

DLN-165

FRONT OIL SEAL

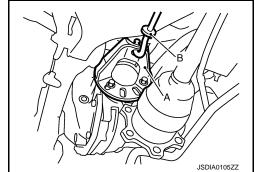
< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200]

6. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]

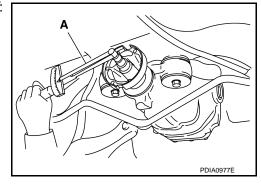
B : Sliding hammer [SST: ST36230000 (J-25840-A)]



- 7. Remove rear propeller shaft. Refer to <u>DLN-105, "Exploded View"</u>.
- 8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

Record the preload measurement.



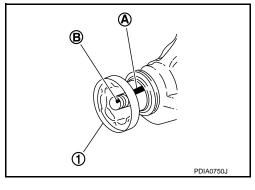
9. Put matching mark (B) on the end of the drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

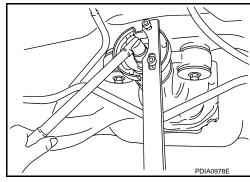
For matching mark, use paint. Never damage companion flange and drive pinion.

NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.



10. Remove drive pinion lock nut using the flange wrench (commercial service tool).

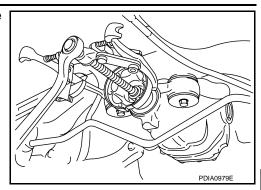


FRONT OIL SEAL

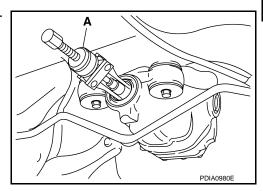
< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200]

11. Remove companion flange using puller (commercial service tool).



Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].

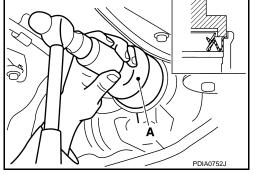


INSTALLATION

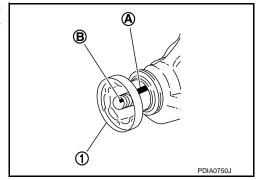
- 1. Apply multi-purpose grease to front oil seal lips.
- 2. Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- Never incline oil seal when installing.



3. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange.



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 Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

5. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using preload gauge [SST: ST3127S000 (J-25765-A)].

Standard

Total preload torque

: A value that add 0.1 – 0.4 N·m (0.01 – 0.04 kg-m, 0.9 – 3.5 in-lb) to the measured value before removing.

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- 6. Fit a test indicator to the inner side of companion flange (socket diameter).
- 7. Rotate companion flange to check for runout.

Companion flange runout

: Refer to <u>DLN-219</u>, "Companion Flange Runout (AWD)".

- If the runout value is outside the runout limit, follow the procedure below to adjust.
- Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.
- If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.
- If the runout value is still outside of the limit after the check and repair, replace companion flange.
- 8. Make a stamping for identification of front oil seal replacement frequency. Refer to "Identification stamp of replacement frequency of front oil seal".

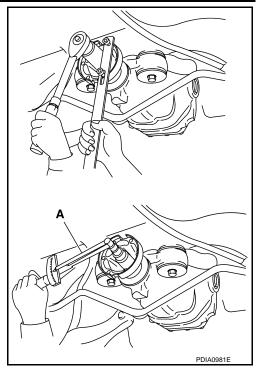
CAUTION:

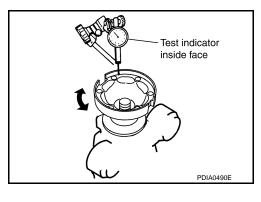
Make a stamping after replacing front oil seal.

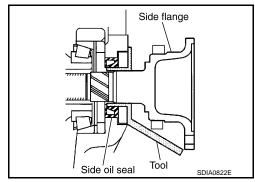
- 9. Install rear propeller shaft. Refer to DLN-105, "Exploded View".
- 10. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.







FRONT OIL SEAL

< REMOVAL AND INSTALLATION >

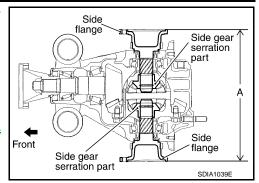
[REAR FINAL DRIVE: R200]

 Confirm that the dimension of the side flanges installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 11. Install drive shaft. Refer to RAX-10, "Exploded View".
- 12. Install rear wheel sensor. Refer to BRC-116, "REAR WHEEL <a href="SENSOR: Exploded View".
- 13. Install center muffler. Refer to EX-5, "Exploded View".
- 14. Refill gear oil to the final drive and check oil level. Refer to <u>DLN-159</u>, "Refilling".
- 15. Check the final drive for oil leakage. Refer to DLN-159, "Inspection".



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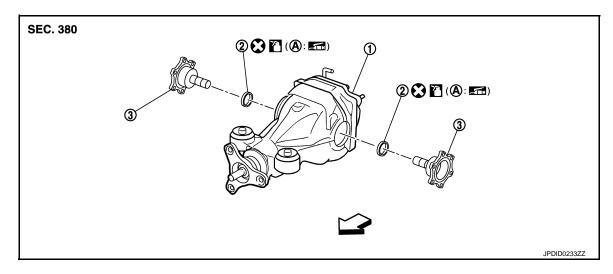
0

SIDE OIL SEAL

2WD

2WD: Exploded View

INFOID:000000007470563



- 1. Final drive assembly
- 2. Side oil seal

3. Side flange

- A. Oil seal lip
- ∀
 : Vehicle front
- : Apply gear oil.

Refer to GI-4, "Components" for symbols not described on the above.

2WD: Removal and Installation

INFOID:0000000007470564

REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 2. Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10.
 "Exploded View".
- 4. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

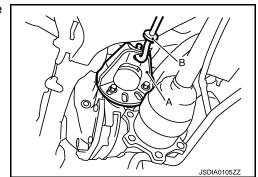
A : Attachment [SST: KV40104100 (—)]

B : Sliding hammer [SST: ST36230000 (J-25840-A)]

5. Remove side oil seal, using a suitable tool.

CAUTION:

Never damage gear carrier.



INSTALLATION

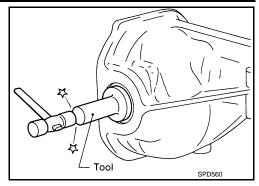
1. Apply multi-purpose grease to side oil seal lips.

Side flange

2. Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].

CAUTION:

- Never reuse oil seal.
- · When installing, never incline oil seal.



Install side flange with the following procedure.

a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.

 After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.

c. Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

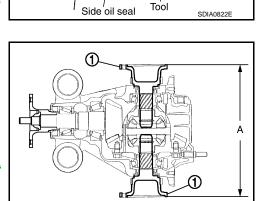
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- Install drive shaft. Refer to <u>RAX-10</u>, "<u>Exploded View</u>".
- Install rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".
- 6. Install center muffler. Refer to EX-5, "Exploded View".
- When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-159</u>, "Inspection".

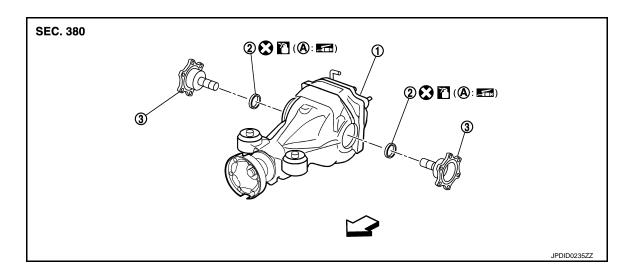


AWD

AWD: Exploded View

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- 1. Final drive assembly
- 2. Side oil seal

3. Side flange

A. Oil seal lip

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 □: Vehicle front

: Apply gear oil.

Refer to GI-4, "Components" for symbols not described on the above.

AWD: Removal and Installation

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REMOVAL

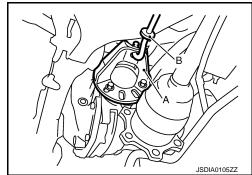
- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 2. Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to <u>RAX-10</u>, "Exploded View".
- 4. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]
B : Sliding hammer [SST: ST36230000 (J-25840-A)]

5. Remove side oil seal, using a suitable tool.

CAUTION:

Never damage gear carrier.

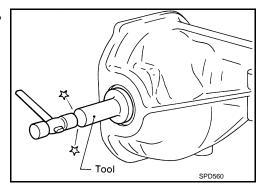


INSTALLATION

- 1. Apply multi-purpose grease to side oil seal lips.
- Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].

CAUTION:

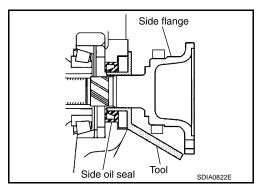
- · Never reuse oil seal.
- · When installing, never incline oil seal.



- 3. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



SIDE OIL SEAL

< REMOVAL AND INSTALLATION >

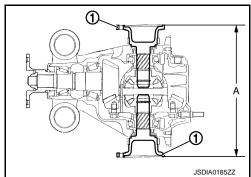
[REAR FINAL DRIVE: R200]

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 4. Install drive shaft. Refer to RAX-10, "Exploded View".
- 5. Install rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 6. Install center muffler. Refer to EX-5, "Exploded View".
- 7. When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-159</u>, "Inspection".



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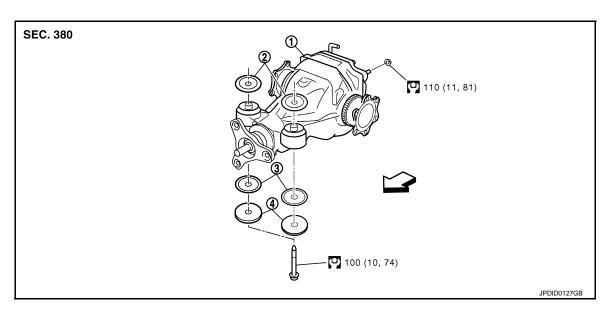
UNIT REMOVAL AND INSTALLATION

REAR FINAL DRIVE ASSEMBLY

2WD

2WD: Exploded View

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- 1. Rear final drive assembly
- 2. Upper stopper

3. Lower stopper

4. Washer

∀ : Vehicle front

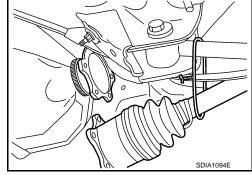
Refer to GI-4, "Components" for symbols in the figure.

2WD: Removal and Installation

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REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 2. Remove stabilizer bar with a power tool. Refer to RSU-20, "Exploded View".
- 3. Remove rear propeller shaft from the final drive. Refer to <u>DLN-96, "Exploded View"</u>.
- 4. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- 5. Remove breather hose from the final drive.
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".



REAR FINAL DRIVE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200]

Set a suitable jack to rear final drive assembly.

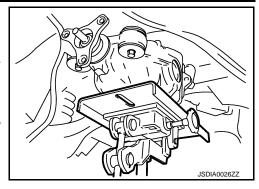
CAUTION:

Never place a jack on the rear cover (aluminum case).

8. Remove the mounting bolts and nuts connecting to the suspension member with a power tool. And then, remove rear final drive assembly.

CAUTION:

Secure rear final drive assembly to a suitable jack while removing it.



INSTALLATION

Note the following, and installation is in the reverse order of removal.

CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

 Install the breather hose (1) to breather connector until dimension (A) shown as follows.

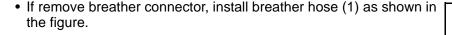
A:

Final drive side : 20 mm (0.79 in) **Suspension member** : 20.5 mm (0.807 in)

side

CAUTION:

- Never reuse hose clamp.
- Install the hose clamp at the final drive side, with the tab facing downward.
- Install the hose clamp at the suspension member side, with the tab facing downward.



2 : Suspension member

: Metal connector

: Vehicle front

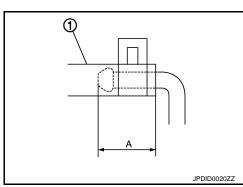
- For installation, insert the breather connector to suspension member. Install metal connector to rear cover with aiming painted marking to the front of vehicle.

CAUTION:

Never reuse breather connector and metal connector.

 When oil leaks while removing final drive assembly, check oil level after the installation. Refer to DLN-159, "Inspection".

AWD



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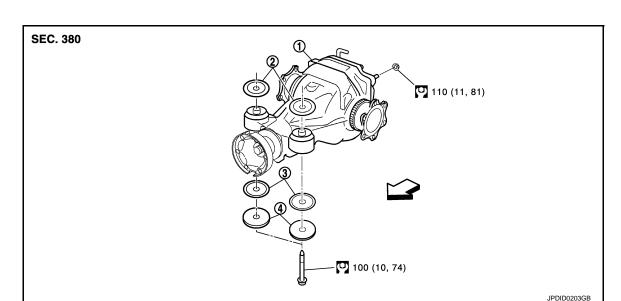
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AWD: Exploded View



- 1. Rear final drive assembly
- 2. Upper stopper

3. Lower stopper

4. Washer

⟨□: Vehicle front

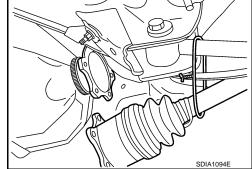
Refer to GI-4, "Components" for symbols in the figure.

AWD: Removal and Installation

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REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 2. Remove stabilizer bar with a power tool. Refer to RSU-20, "Exploded View".
- 3. Remove rear propeller shaft from the final drive. Refer to <u>DLN-105, "Exploded View"</u>.
- 4. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- 5. Remove breather hose from the final drive.
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".



7. Set a suitable jack to rear final drive assembly.

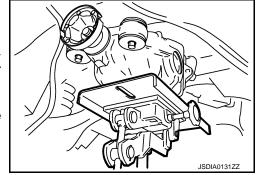
CAUTION:

Never place a jack on the rear cover (aluminum case).

8. Remove the mounting bolts and nuts connecting to the suspension member, and remove rear final drive assembly with a power tool.

CAUTION:

Secure rear final drive assembly to a suitable jack while removing it.



REAR FINAL DRIVE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200]

Note the following, and installation is in the reverse order of removal.

CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

• Install the breather hose (1) to breather connector until dimension (A) shown as follows.

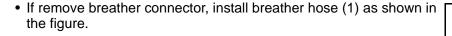
A:

Final drive side : 20 mm (0.79 in) Suspension member : 20.5 mm (0.807 in)

side

CAUTION:

- Never reuse hose clamp.
- Install the hose clamp at the final drive side, with the tab facing downward.
- Install the hose clamp at the suspension member side, with the tab facing downward.



: Suspension member : Metal connector

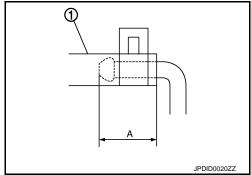
∵: Vehicle front

- For installation, insert the breather connector to suspension member. Install metal connector to rear cover with aiming painted marking to the front of vehicle.

CAUTION:

Never reuse breather connector and metal connector.

• When oil leaks while removing final drive assembly, check oil level after the installation. Refer to DLN-159. "Inspection".



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UNIT DISASSEMBLY AND ASSEMBLY

DIFFERENTIAL ASSEMBLY

2WD

2WD: Exploded View

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- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Side flange
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear
- 19. Pinion mate thrust washer
- 22. Differential case
- 25. Gasket
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Collapsible spacer
- 11. Drive pinion
- 14. Side gear thrust washer
- 17. Lock pin
- 20. Pinion mate shaft
- 23. Bearing cap
- 26. Rear cover
- B. Screw hole

- Front oil seal
- 6. Side oil seal
- 9. Pinion rear bearing
- 12. Side bearing adjusting washer

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- 15. Circular clip
- 18. Pinion mate gear
- 21. Drive gear
- 24. Filler plug
- 27. Drain plug
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-181</u>. "2WD: Assembly".

- Apply gear oil.
- *: Apply anti-corrosion oil.
- Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

DIFFERENTIAL ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

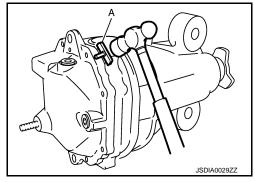
Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

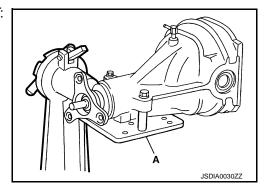
2WD : Disassembly

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- 1. Drain gear oil, if necessary.
- 2. Remove side flanges.
- 3. Remove rear cover mounting bolts.
- Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover. CAUTION:
 - Never damage the mating surface.
 - Never insert flat-bladed screwdriver, this may damage the mating surface.



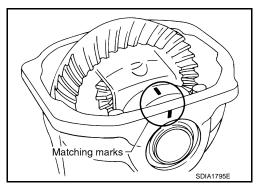
5. Using two spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



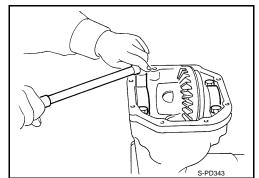
For proper reinstallation, paint matching marks on one side of the bearing cap.

CAUTION:

- For matching marks, use paint. Never damage bearing caps and gear carrier.
- Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.



Remove bearing caps.



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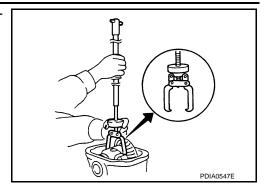
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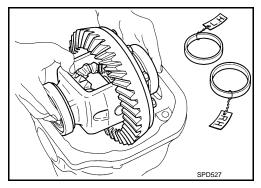
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8. Lift differential case assembly out with a sliding hammer (commercial service tool).



 Keep side bearing outer races together with inner race. Never mix them up.

Also, keep side bearing adjusting washers together with bearings.

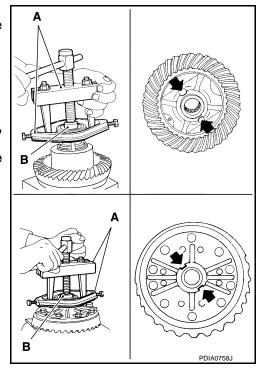


Remove side bearing inner race with puller (A) and base (B).
 To prevent damage to bearing, engage puller jaws in groove ().

A : Puller [SST: ST33051001 (J-22888-20)]
B : Base [SST: ST33061000 (J-8107-2)]

CAUTION:

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except when it is replaced.



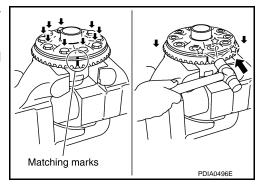
For proper reinstallation, paint matching marks on one differential case assembly.

CAUTION:

For matching marks, use paint. Never damage differential case and drive gear.

- 11. Remove drive gear mounting bolts.
- 12. Tap drive gear off differential case assembly with a soft hammer. CAUTION:

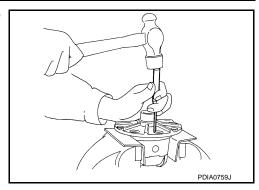
Tap evenly all around to keep drive gear from bending.



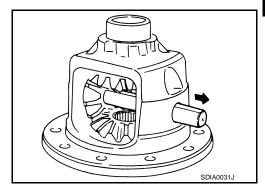
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

13. Remove lock pin of pinion mate shaft with a punch from drive gear side.



14. Remove pinion mate shaft.



- 15. Turn pinion mate gear, then remove pinion mate gear, pinion mate thrust washer, side gear and side gear thrust washer from differential case.
- 16. Remove circular clip from side gear.

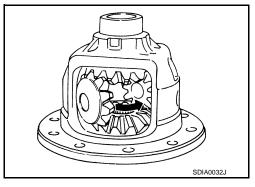
CAUTION:

Never damage side gear.

17. Remove side oil seal, using a suitable tool.

CAUTION:

Never damage gear carrier.



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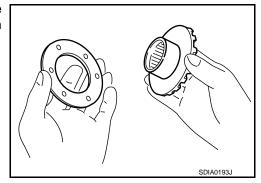
2WD : Assembly

1. Install circular clip to side gear.

CAUTION:

Never damage side gear.

Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.



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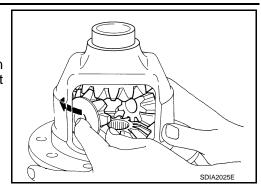
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

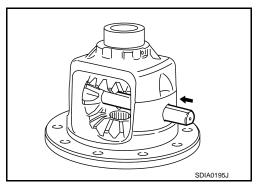
Install side gears and thrust washers into differential case. CAUTION:

Make sure that the circular clip is installed to side gears.

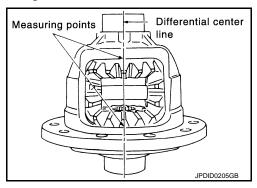
4. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.



5. Align the lock pin holes on differential case with shaft, and install pinion mate shaft.



- 6. Measure side gear end play. If necessary, select the appropriate side gear thrust washers.
- Place differential case straight up so that side gear to be measured comes upward.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

Feeler gauges with the same thickness

b. Using feeler gauge, measure the clearance between side gear back and differential case at 3 different points, while rotating side gear. Average the 3 readings, and then measure the clearance of the other side as well.

Side gear back clearance

: Refer to <u>DLN-219</u>, "<u>Differ-ential Side Gear Clear-</u>

ance".

CAUTION:

To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.

c. If the back clearance is outside the specification, use a thicker/ thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

When the back clearance is large:

Use a thicker thrust washer.

When the back clearance is small:

Use a thinner thrust wash-

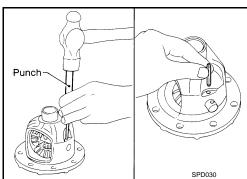
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CAUTION:

Select a side gear thrust washer for right and left individually.

 Drive a lock pin into pinion mate shaft, using a punch. Make sure lock pin is flush with differential case. CAUTION:

Never reuse lock pin.



8. Apply thread locking sealant into the thread hole of drive gear. Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Clean and degrease drive gear back and threaded holes sufficiently.

Install the drive gear to differential case.

CAUTION:

Align the matching marks of differential case and drive gear.

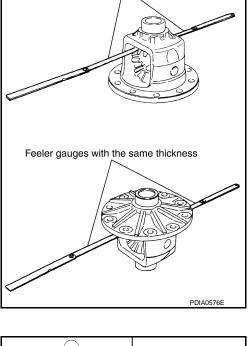
10. Tighten the mounting bolts with the following procedure. CAUTION:

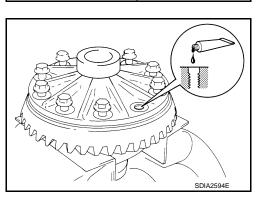
Apply anti-corrosin oil to the thread and seat of mounting bolts.

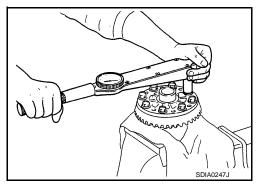
a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 N•m (8.0 kg-m, 58 ft-lb) bolts tightening torque

b. Tighten the bolts additionally at the specified angle.







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Revision: 2013 February DLN-183 2012 G Coupe

[REAR FINAL DRIVE: R200]

Drive gear mounting bolts tightening angle

: 31 to 36 degree

CAUTION:

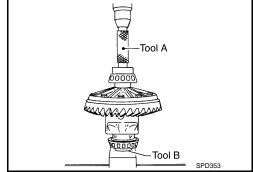
Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

11. Press side bearing inner races to differential case, using the drift (A) and the base (B).

A : Drift [SST: KV38100300 (J-25523)]
B : Base [SST: ST33061000 (J-8107-2)]

CAUTION:

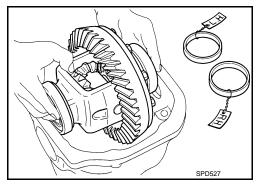
Never reuse side bearing inner race.

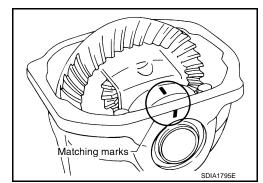


12. Set bearing outer races to differential case assembly, and install it with removed side bearing adjusting washer or same thickness washer into gear carrier.

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- 13. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to DLN-185, "2WD: Adjustment".
- 14. Align matching marks on bearing cap with that on gear carrier.
- 15. Install bearing caps and tighten bearing cap mounting bolts.



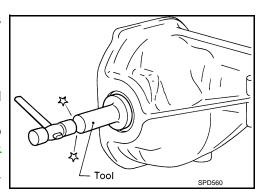


16. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.

CAUTION:

- Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 17. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to <u>DLN-185</u>, "2WD: Adjustment".

Recheck above items. Readjust the above description, if necessary.



< UNIT DISASSEMBLY AND ASSEMBLY >

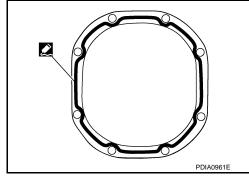
18. Apply sealant to mating surface of rear cover.

Use Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

19. Install rear cover on gear carrier and tighten mounting bolts.



[REAR FINAL DRIVE: R200]

Side flange

Tool

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- 20. Install side flange with the following procedure.
- Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flanges is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

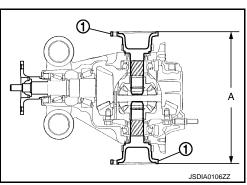
NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.



A : 326 – 328 mm (12.83 – 12.91 in)



Side oil seal

2WD : Adjustment

TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

- 1. Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- Remove side flanges.
- 3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- 5. Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Total preload torque

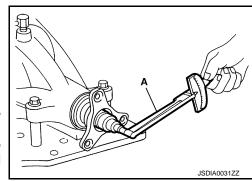
: Refer to <u>DLN-219</u>, "<u>Pre-load Torque</u>".

NOTE:

Total preload torque = Pinion bearing preload torque + Side bearing preload torque

 If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.

Adjust the pinion bearing preload first, then adjust the side bearing preload.



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[REAR FINAL DRIVE: R200]

When the preload torque is large

On pinion bearings: Replace the collapsible spacer.

On side bearings: Use thinner side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

When the preload is small

On pinion bearings: Tighten the drive pinion lock nut.

On side bearings: Use thicker side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

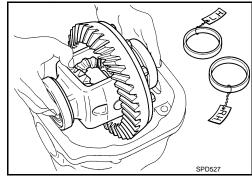
formation.

SIDE BEARING PRELOAD

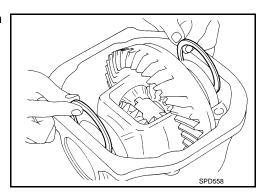
Before inspection and adjustment, drain gear oil.

1. Remove rear cover. Refer to DLN-179, "2WD: Disassembly".

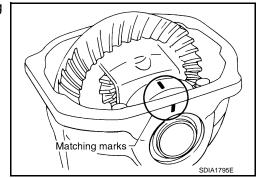
- 2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- 3. Place the differential case, with side bearings and bearing races installed, into gear carrier.



4. Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.



- 5. Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
- 6. Turn the carrier several times to seat the bearings.



< UNIT DISASSEMBLY AND ASSEMBLY >

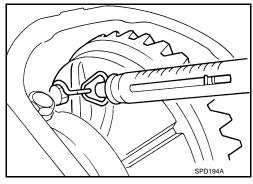
[REAR FINAL DRIVE: R200]

7. Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

Standard

Specification : 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force

at the drive gear bolt



3. If the turning torque is outside the specification, use a thicker/ thinner side bearing adjusting washer to adjust. For selecting adjusting washer, refer to the latest parts information.

If the turning torque is less Use a thicker adjusting than the specified range: washer.

greater than the specifica- washer.

tion:

CAUTION:

Select a side bearing adjusting washer for right and left individually.

9. Record the total amount of washer thickness required for the correct carrier side bearing preload.

DRIVE GEAR RUNOUT

- 1. Remove rear cover. Refer to DLN-179, "2WD: Disassembly".
- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout : Refer to <u>DLN-219, "Drive</u> Gear Runout".

 If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

CAUTION:

Replace drive gear and drive pinion gear as a set.

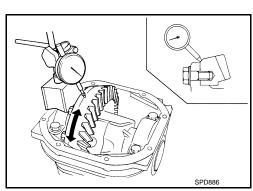
TOOTH CONTACT

Before inspection and adjustment, drain gear oil.

- 1. Remove rear cover. Refer to <u>DLN-179</u>, "2WD: <u>Disassembly"</u>.
- 2. Apply red lead to drive gear.

CAUTION:

Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.



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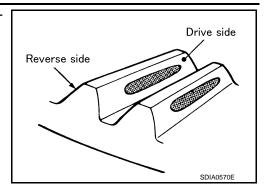
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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

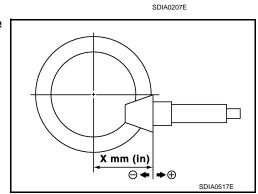
 Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.
 CAUTION:

Check tooth contact on drive side and reverse side.



	Pinion height adjusting		Adjustment	Possible cause		
Drive side		Back side	washer selection valve [mm (in)]		(Yes/No)	Possible cause
Heel side	Toe side	Toe side Heel side		+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
		(iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	Thicker	+0.06 hicker (+0.0024)		Occurrence of noise when accelerating.
******				+0.03 (+0.0012)	No	-
***	<u> </u>			0		
				-0.03 (-0.0012)		
****	┈		Thinner	-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
	***			-0.09 (-0.0035)	165	Occurrence of noise and scoring sound in all speed ranges.

4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height [dimension (X)].

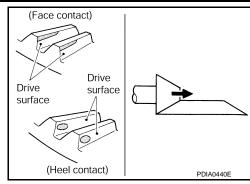


< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

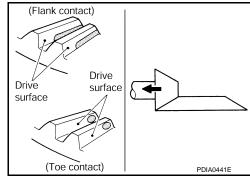
 If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

For selecting adjusting washer, refer to the latest parts information.



• If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.

For selecting adjusting washer, refer to the latest parts information.



BACKLASH

Before inspection and adjustment, drain gear oil.

- Remove rear cover. Refer to <u>DLN-179</u>, "2WD: <u>Disassembly"</u>.
- 2. Fit a dial indicator to the drive gear face to measure the backlash.

Backlash

: Refer to DLN-219, "Backlash".

• If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount. For selecting adjusting washer, refer to the latest parts information.

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount. For selecting adjusting washer, refer to the latest parts information.

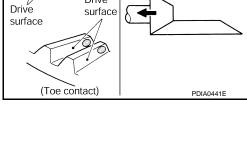
Never change the total amount of washers as it changes the bearing preload.

2WD: Inspection After Disassembly

DRIVE GEAR AND DRIVE PINION

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING





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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

- · Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- · Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- · Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

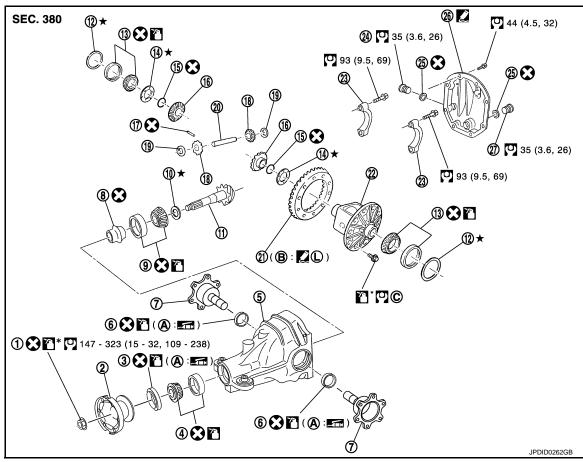
- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

AWD

AWD: Exploded View

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- 1. Drive pinion lock nut
- 2. Companion flange
- 3. Front oil seal

- 4. Pinion front bearing
- 5. Gear carrier

Side oil seal

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

- Side flange
 Pinion height
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear
- 19. Pinion mate thrust washer
- 22. Differential case
- 25. Gasket
- A. Oil seal lip

- 8. Collapsible spacer
- 11. Drive pinion
- 14. Side gear thrust washer
- 17. Lock pin
- 20. Pinion mate shaft
- 23. Bearing cap
- 26. Rear cover
- B. Screw hole

- 9. Pinion rear bearing
- 12. Side bearing adjusting washer
- 15. Circular clip
- 18. Pinion mate gear
- 21. Drive gear
- 24. Filler plug
- 27. Drain plug
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-194</u>, "AWD: Assembly".

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: Apply gear oil.

*: Apply anti-corrosion oil.

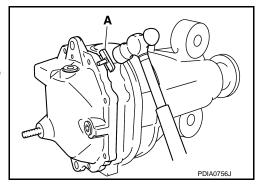
Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

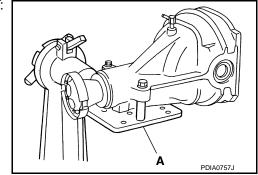
Refer to GI-4, "Components" for symbols not described on the above.

AWD : Disassembly

- 1. Drain gear oil, if necessary.
- 2. Remove side flanges.
- 3. Remove rear cover mounting bolts.
- Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover. CAUTION:
 - Never damage the mating surface.
 - Never insert flat-bladed screwdriver, this may damage the mating surface.



 Using two spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



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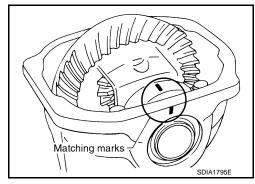
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

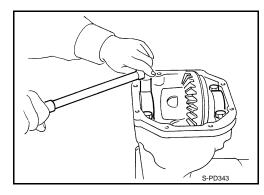
6. For proper reinstallation, paint matching marks on one side of the bearing cap.

CAUTION:

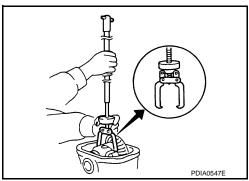
- For matching marks, use paint. Never damage bearing caps and gear carrier.
- Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.



7. Remove bearing caps.

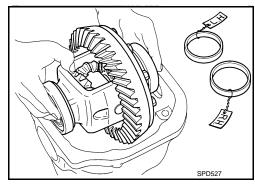


8. Lift differential case assembly out with a sliding hammer (commercial service tool).



• Keep side bearing outer races together with inner race. Never mix them up.

Also, keep side bearing adjusting washers together with bearings.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

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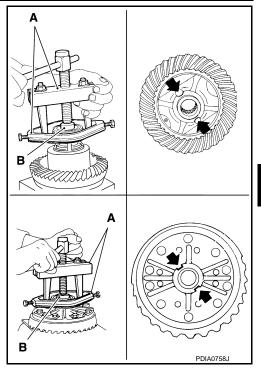
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A : Puller [SST: ST33051001 (J-22888-20)]
B : Base [SST: ST33061000 (J-8107-2)]

CAUTION:

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except when it is replaced.



10. For proper reinstallation, paint matching marks on one differential case assembly.

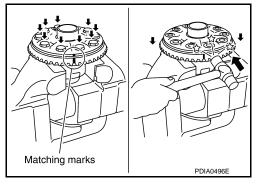
CAUTION:

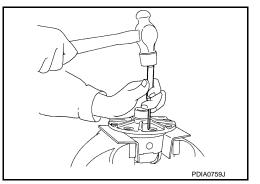
For matching marks, use paint. Never damage differential case and drive gear.

- 11. Remove drive gear mounting bolts.
- 12. Tap drive gear off differential case assembly with a soft hammer. **CAUTION:**

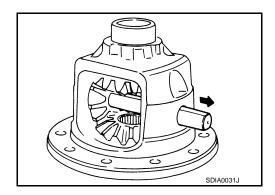
Tap evenly all around to keep drive gear from bending.

13. Remove lock pin of pinion mate shaft with a punch from drive gear side.





14. Remove pinion mate shaft.



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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

- 15. Turn pinion mate gear, then remove pinion mate gear, pinion mate thrust washer, side gear and side gear thrust washer from differential case.
- 16. Remove circular clip from side gear.

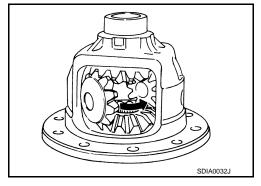
CAUTION:

Never damage side gear.

17. Remove side oil seal, using a suitable tool.

CAUTION:

Never damage gear carrier.



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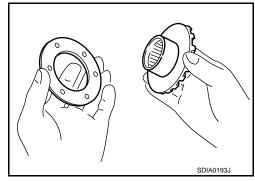
AWD: Assembly

1. Install circular clip to side gear.

CAUTION:

Never damage side gear.

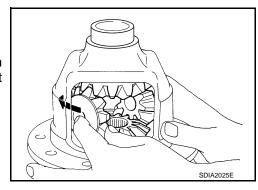
2. Install side gear thrust washers with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gears.



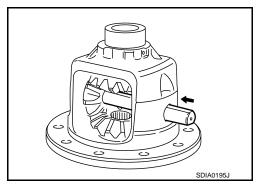
Install side gears and thrust washers into differential case. CAUTION:

Make sure that the circular clip is installed to side gears.

4. Align 2 pinion mate gears in diagonally opposite positions, then rotate and install them into differential case after installing thrust washer to pinion mate gear.



Align the lock pin holes on differential case with shaft, and install pinion mate shaft.

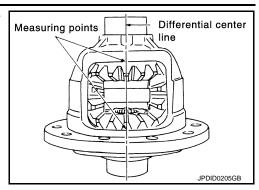


6. Measure side gear end play. If necessary, select the appropriate side gear thrust washers.

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

 Place differential case straight up so that side gear to be measured comes upward.



b. Using feeler gauge, measure the clearance between side gear back and differential case at 3 different points, while rotating side gear. Average the 3 readings, and then measure the clearance of the other side as well.

Side gear back clearance

: Refer to <u>DLN-219</u>, "<u>Differential Side Gear Clear-</u>

ance".

CAUTION:

To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.

c. If the back clearance is outside the specification, use a thicker/ thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

When the back clearance

When the back clearance

Use a thicker thrust washer.

is large:

Use a thinner thrust wash-

is small:

CAUTION:

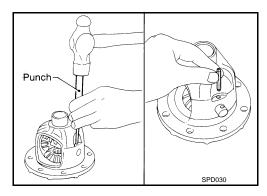
Select a side gear thrust washer for right and left individually.

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7. Drive a lock pin into pinion mate shaft, using a punch. Make sure lock pin is flush with differential case.

CAUTION:

Never reuse lock pin.



8. Apply thread locking sealant into the thread hole of drive gear. Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

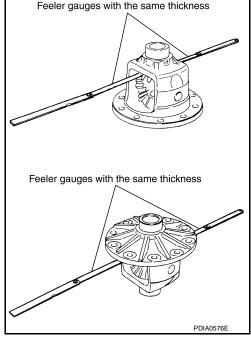
CAUTION:

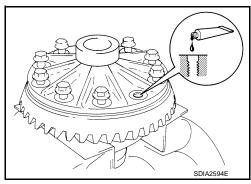
Clean and degrease drive gear back and threaded holes sufficiently.

9. Install the drive gear to differential case.

CAUTION:

Align the matching marks of differential case and drive gear.





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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

Tighten the mounting bolts with the following procedure.CAUTION:

Apply anti-corrosin oil to the thread and seat of mounting

a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 N•m (8.0 kg-m, 58 ft-lb) bolts tightening torque

b. Tighten the bolts additionally at the specified angle.

Drive gear mounting : 31 to bolts tightening angle

: 31 to 36 degree

CAUTION:

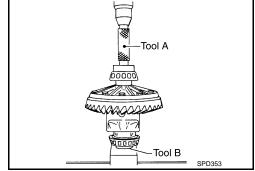
Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

11. Press side bearing inner races to differential case, using the drift (A) and the base (B).

A : Drift [SST: KV38100300 (J-25523)]
B : Base [SST: ST33061000 (J-8107-2)]

CAUTION:

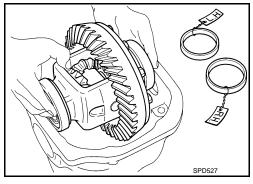
Never reuse side bearing inner race.

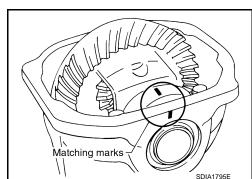


 Set bearing outer races to differential case assembly, and install it with removed side bearing adjusting washer or same thickness washer into gear carrier.

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- 13. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to DLN-197, "AWD : Adjustment".
- 14. Align matching marks on bearing cap with that on gear carrier.
- 15. Install bearing caps and tighten bearing cap mounting bolts.





< UNIT DISASSEMBLY AND ASSEMBLY >

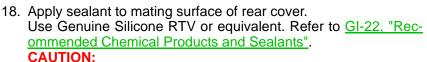
[REAR FINAL DRIVE: R200]

16. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.

CAUTION:

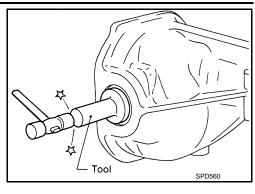
- Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 17. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to DLN-197. "AWD: Adjustment".

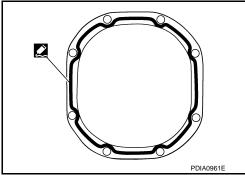
Recheck above items. Readjust the above description, if neces-



Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

19. Install rear cover on gear carrier and tighten mounting bolts.





20. Install side flanges with the following procedure.

- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil
- b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the pro-
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

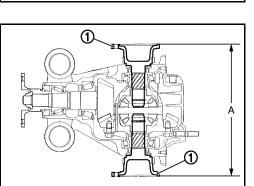
NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flanges (1) installation measurement (A) in the figure comes into the following.



A : 326 – 328 mm (12.83 – 12.91 in)



Side oil seal

AWD : Adjustment INFOID:0000000007470579

TOTAL PRELOAD TORQUE

Before inspection and adjustment, drain gear oil.

- 1. Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- Remove side flanges.
- 3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.

Side flange

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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

5. Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

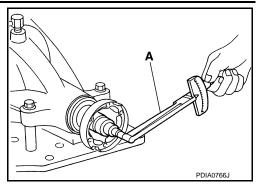
Total preload torque : Refer to <u>DLN-219, "Preload Torque".</u>

NOTE:

Total preload torque = Pinion bearing preload torque + Side bearing preload torque

• If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.

Adjust the pinion bearing preload first, then adjust the side bearing preload.



When the preload torque is large

On pinion bearings: Replace the collapsible spacer.

On side bearings: Use thinner side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

When the preload is small

On pinion bearings: Tighten the drive pinion lock nut.

On side bearings: Use thicker side bearing adjusting washers by the same amount to

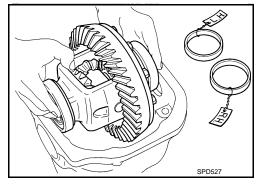
each side. For selecting adjusting washer, refer to the latest parts in-

formation.

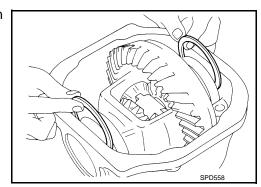
SIDE BEARING PRELOAD

Before inspection and adjustment, drain gear oil.

- 1. Remove rear cover. Refer to <u>DLN-191</u>, "AWD : <u>Disassembly"</u>.
- 2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- 3. Place the differential case, with side bearings and bearing races installed, into gear carrier.



4. Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.

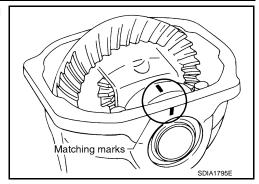


< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

Install bearing caps in their correct locations and tighten bearing cap mounting bolts.

6. Turn the carrier several times to seat the bearings.

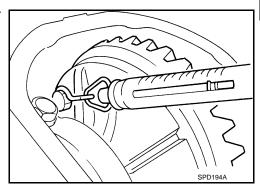


7. Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

Standard

Specification : 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force

at the drive gear bolt

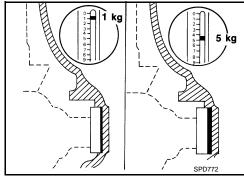


8. If the turning torque is outside the specification, use a thicker/thinner side bearing adjusting washer to adjust. For selecting adjusting washer, refer to the latest parts information.

If the turning torque is less Use a thicker adjusting than the specified range: washer.

If the turning torque is Use a thinner adjusting

greater than the specifica- washer. tion:



CAUTION:

Select a side bearing adjusting washer for right and left individually.

9. Record the total amount of washer thickness required for the correct carrier side bearing preload.

DRIVE GEAR RUNOUT

- 1. Remove rear cover. Refer to DLN-191, "AWD : Disassembly".
- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout : Refer to <u>DLN-219, "Drive</u> Gear Runout".

 If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

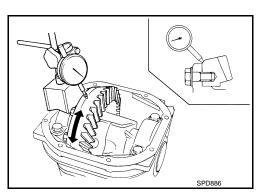
CAUTION:

Replace drive gear and drive pinion gear as a set.

TOOTH CONTACT

Before inspection and adjustment, drain gear oil.

Remove rear cover. Refer to <u>DLN-191, "AWD : Disassembly"</u>.



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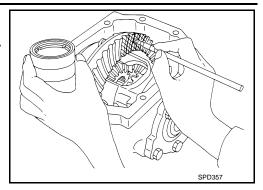
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

2. Apply red lead to drive gear.

CAUTION:

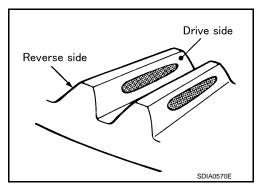
Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.



3. Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

Check tooth contact on drive side and reverse side.



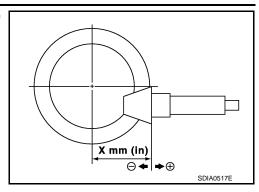
Tooth contact condition			Pinion height adjusting		Adjustment	Possible cause	
Drive side		Back side		washer selection valve [mm (in)]		(Yes/No)	Fossible cause
Heel side	Toe side	Toe side Hee	el side	Thicker	+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
		Calling	\		+0.06 (+0.0024)		Occurrence of noise when accelerating.
			\		+0.03 (+0.0012)	No	_
			\		0		
7			\		-0.03 (-0.0012)		
***	>		\		-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
	*****		\		-0.09 (-0.0035)		Occurrence of noise and scoring sound in all speed ranges.

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< UNIT DISASSEMBLY AND ASSEMBLY >

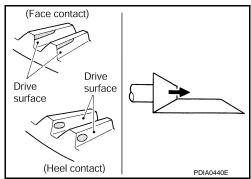
[REAR FINAL DRIVE: R200]

4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height [dimension (X)].



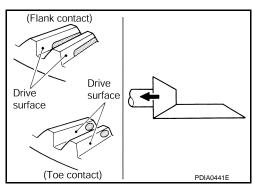
• If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

For selecting adjusting washer, refer to the latest parts information.



• If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.

For selecting adjusting washer, refer to the latest parts information.



BACKLASH

Before inspection and adjustment, drain gear oil.

- 1. Remove rear cover. Refer to <u>DLN-191, "AWD : Disassembly"</u>.
- Fit a dial indicator to the drive gear face to measure the backlash.

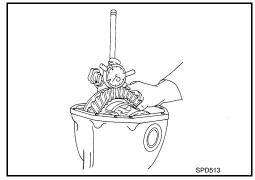
Backlash

: Refer to <u>DLN-219</u>, "Back-lash".

• If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount. For selecting adjusting washer, refer to the latest parts information.



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< UNIT DISASSEMBLY AND ASSEMBLY >

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

Never change the total amount of washers as it changes the bearing preload.

AWD: Inspection After Disassembly

INFOID:0000000007470580

[REAR FINAL DRIVE: R200]

DRIVE GEAR AND DRIVE PINION

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- · Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

[REAR FINAL DRIVE: R200]

DRIVE PINION

2WD

2WD : Exploded View

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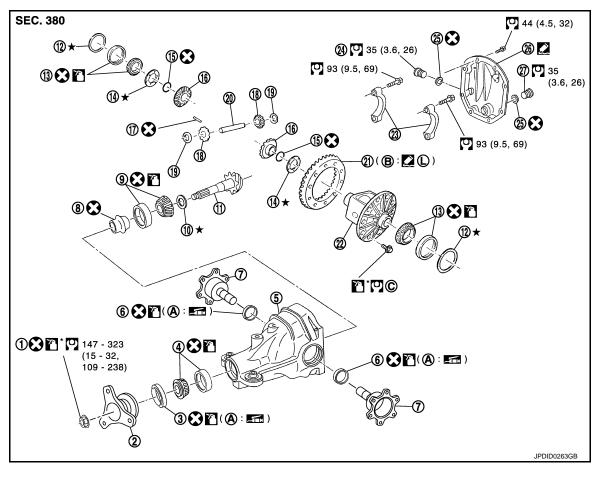
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- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Side flange
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear
- 19. Pinion mate thrust washer
- 22. Differential case
- 25. Gasket
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Collapsible spacer
- 11. Drive pinion
- 14. Side gear thrust washer
- 17. Lock pin
- 20. Pinion mate shaft
- 23. Bearing cap
- 26. Rear cover
- B. Screw hole

- 3. Front oil seal
- 6. Side oil seal
- 9. Pinion rear bearing
- 12. Side bearing adjusting washer
- 15. Circular clip
- 18. Pinion mate gear
- 21. Drive gear
- 24. Filler plug
- 27. Drain plug
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-181</u>, "2WD: Assembly".

Apply gear oil.

★: Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

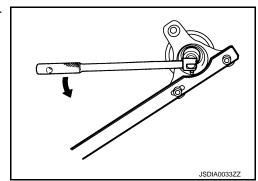
2WD: Disassembly

[REAR FINAL DRIVE: R200]

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Remove differential case assembly. Refer to <u>DLN-179, "2WD : Disassembly"</u>.

2. Remove drive pinion lock nut with the flange wrench (commercial service tool).



3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

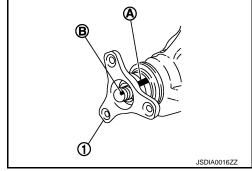
For matching mark, use paint. Never damage companion flange and drive pinion.

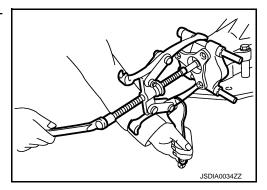
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.

4. Remove companion flange using the suitable pullers (commercial service tool).

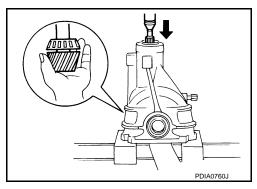




5. Press drive pinion assembly out of gear carrier. **CAUTION:**

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove side oil seal.
- 8. Remove pinion front bearing inner race.
- 9. Remove collapsible spacer.

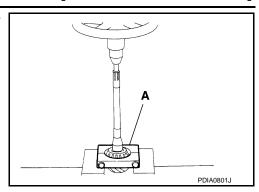


DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

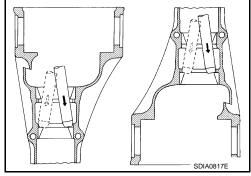
10. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).



11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.



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2WD: Assembly

Install front bearing outer race (1) and rear bearing outer race
 using drifts (A, B and D) and drift bar (C).

A : Drift [SST: ST30720000 (J-25405)]

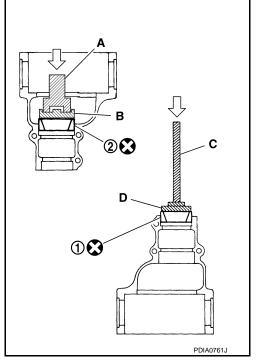
B : Drift [SST: KV40105230 (—)]

C : Drift bar [SST: ST30611000 (J-25742-1)]

D : Drift [SST: ST30613000 (J-25742-3)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse pinion front and rear bearing outer race.



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[REAR FINAL DRIVE: R200]

Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

 Select pinion height adjusting washer. Refer to <u>DLN-209</u>, <u>"2WD : Adjustment"</u>.

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)

 Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)].
 CAUTION:

Never reuse pinion rear bearing inner race.

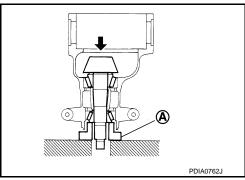
- 4. Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- a. Assemble drive pinion into gear carrier.

CAUTION:

- Never install collapsible spacer at this time.
- Apply gear oil to pinion rear bearing.
- b. Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- c. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



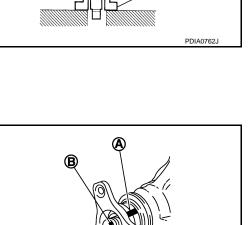


CAUTION:

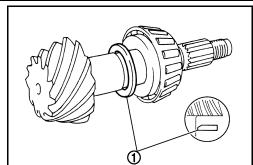
Never install front oil seal at this time.

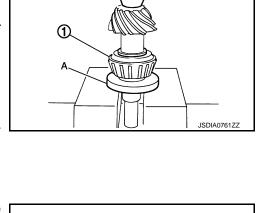
NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



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DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

- e. Temporarily tighten removed drive pinion nut to drive pinion, using flange wrench (commercial service tool).
 - A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : 1.0 - 1.3 N·m (0.11 – 0.13 (without oil seal) kg-m, 9 – 11 in-lb)

CAUTION:

Drive pinion nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten drive pinion nut in 5° to 10° increments.

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to <u>DLN-181</u>, "2WD : Assembly".

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- i. Install bearing caps.
- Check and adjust tooth contact and drive gear to drive pinion backlash. Refer to <u>DLN-185. "2WD : Adjust-</u> ment".
- k. Remove bearing caps and differential case assembly.
- I. Remove companion flange.
- m. Remove drive pinion assembly from gear carrier.

CAUTION:

Never drop the drive pinion assembly.

- n. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

6. Assemble drive pinion into gear carrier.

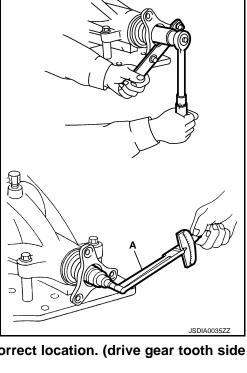
CAUTION:

Apply gear oil to pinion rear bearing.

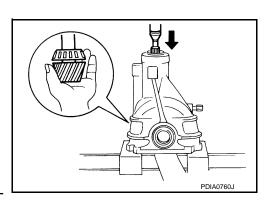
Assemble pinion front bearing inner race to drive pinion assembly.

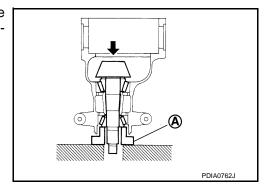
CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- 8. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R200]





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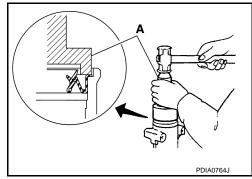
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< UNIT DISASSEMBLY AND ASSEMBLY >

9. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.

CAUTION:

- Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.

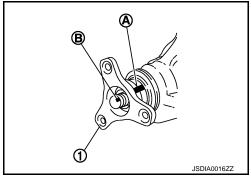


[REAR FINAL DRIVE: R200]

10. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



11. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

 Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-219, "Preload Torque".</u>

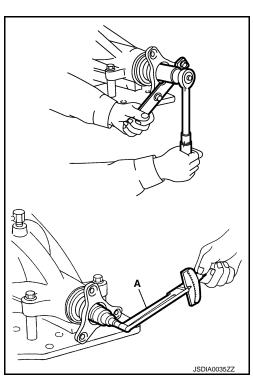
CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- Install differential case assembly. Refer to <u>DLN-181, "2WD : Assembly"</u>.

CAUTION:

Never install rear cover at this time.

- 14. Check and adjust drive gear runout, tooth contact and drive gear to drive pinion backlash, and companion flange runout. Refer to <u>DLN-185</u>, "2WD : Adjustment" and <u>DLN-209</u>, "2WD : Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to <u>DLN-185, "2WD : Adjustment"</u>.
- 16. Install rear cover. Refer to DLN-181, "2WD: Assembly".



[REAR FINAL DRIVE: R200]

2WD : Adjustment

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PINION GEAR HEIGHT

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.



$$T = T_0 + (t_1 - t_2)$$

T: Correct washer thickness

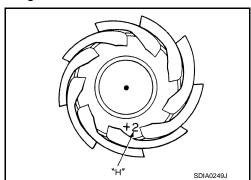
To: Removed washer thickness

t1: Old drive pinion head letter "H × 0.01"

("H": machined tolerance 1/100 mm \times 100)

t2: New drive pinion head letter " $H \times 0.01$ "

("H": machined tolerance $1/100 \text{ mm} \times 100$)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 t1: +2 t2: -1

2. Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm

Used washer... T = 3.21 mm

DRIVE PINION RUNOUT

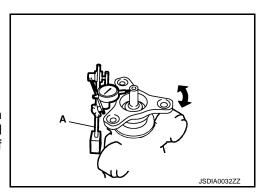
1. Set a dial indicator (A) vertically to the tip of the drive pinion.

Rotate drive pinion to check for runout.

Drive pinion runout

: Refer to <u>DLN-219</u>, "<u>Drive</u> Pinion Runout (2WD)".

 If the runout value is outside of the limit, possible causes are an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.



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DRIVE GEAR AND DRIVE PINION

2WD: Inspection After Disassembly

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

Clean up the disassembled parts.

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• If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- · Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- · Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

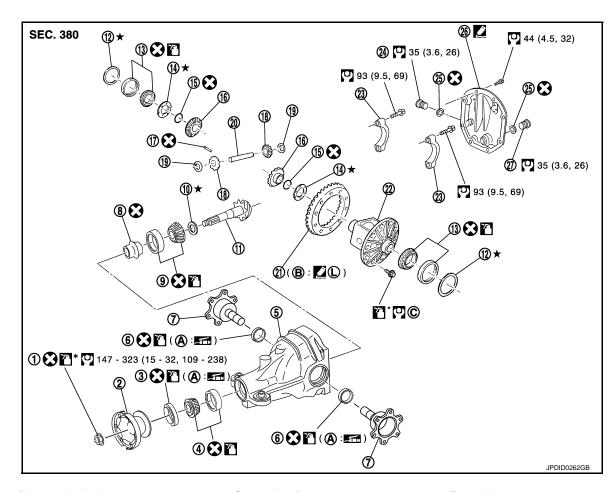
COMPANION FLANGE

- · Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

AWD

AWD: Exploded View

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- Drive pinion lock nut
- 4. Pinion front bearing
- 7. Side flange

- 2. Companion flange
- 5. Gear carrier
- Collapsible spacer
- Front oil seal
- 6. Side oil seal
- 9. Pinion rear bearing

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DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

10.	Pinion height adjusting washe
13.	Side bearing

19. Pinion mate thrust washer

- 14. Side gear thrust washer
- 15. Circular clip
- 12. Side bearing adjusting washer

16. Side gear

17. Lock pin

20. Pinion mate shaft

11. Drive pinion

18. Pinion mate gear

22. Differential case

21. Drive gear

24. Filler plug Bearing cap

25. Gasket

26. Rear cover 27. Drain plug

Α. Oil seal lip B. Screw hole

Comply with the assembly procedure when tightening. Refer to DLN-194, "AWD: Assembly".

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: Apply gear oil.

★: Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

(Chemical Products Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products" and Sealants".

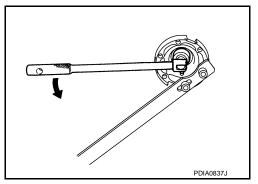
Refer to GI-4, "Components" for symbols not described on the above.

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AWD: Disassembly

Remove differential case assembly. Refer to <u>DLN-191</u>, "AWD: <u>Disassembly</u>".

Remove drive pinion lock nut with the flange wrench (commercial service tool).



3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

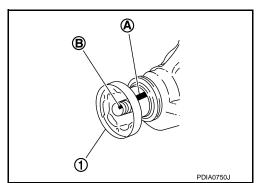
For matching mark, use paint. Never damage companion flange and drive pinion.

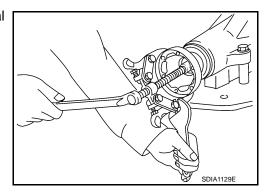
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.

Remove companion flange using the suitable puller (commercial service tool).





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DRIVE PINION

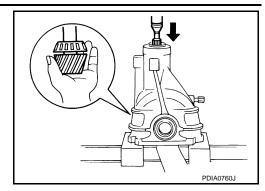
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

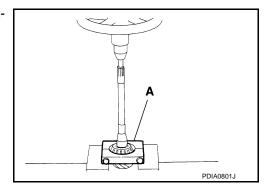
Press drive pinion assembly out of gear carrier. CAUTION:

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove side oil seal.
- 8. Remove pinion front bearing inner race.
- 9. Remove collapsible spacer.



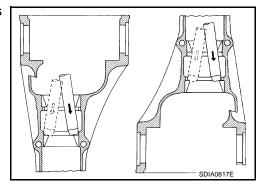
10. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).



11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.



[REAR FINAL DRIVE: R200]

INFOID:0000000007470588

1. Install front bearing outer race (1) and rear bearing outer race (2) using drifts (A, B, and D) and drift bar (C).

A : Drift [SST: ST30720000 (J-25405)]
B : Drift [SST: KV40105230 (—)]

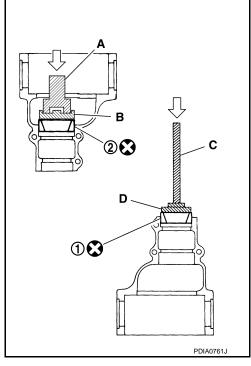
C : Drift bar [SST: ST30611000 (J-25742-1)]

D : Drift [SST: ST30613000 (J-25742-3)]

CAUTION:

AWD: Assembly

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse pinion front and rear bearing outer race.



2. Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

 Select pinion height adjusting washer. Refer to <u>DLN-216</u>. "AWD: Adjustment".

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)

 Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)].

CAUTION:

Never reuse pinion rear bearing inner race.

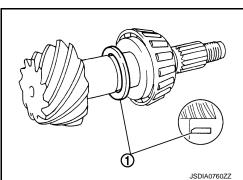
- 4. Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- a. Assemble drive pinion into gear carrier.

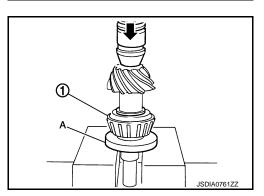
CAUTION:

- Never install collapsible spacer at this time.
- Apply gear oil to pinion rear bearing.
- Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.





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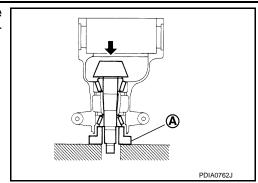
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DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

c. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



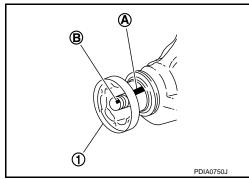
d. Install companion flange.

CAUTION:

Never install front oil seal at this time.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



- e. Temporarily tighten removed drive pinion nut to drive pinion, using flange wrench (commercial service tool).
 - A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : $1.0 - 1.3 \text{ N} \cdot \text{m} (0.11 - 0.13 \text{ kg-m}, 9 - 11 \text{ in-lb})$

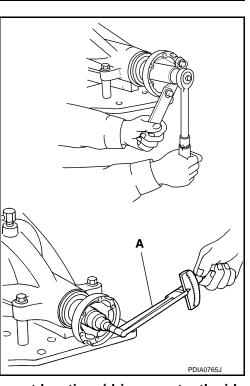
CAUTION:

Drive pinion nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten drive pinion nut in 5° to 10° increments.

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to DLN-194, "AWD: Assembly".

CAUTION:

- · Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- Install bearing caps.
- j. Check and adjust tooth contact and drive gear to drive pinion backlash. Refer to <u>DLN-197, "AWD : Adjust-ment"</u>.
- k. Remove bearing caps and differential case assembly.
- I. Remove companion flange.



DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

Remove drive pinion assembly from gear carrier.

CAUTION:

Never drop the drive pinion assembly.

- n. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

6. Assemble drive pinion into gear carrier.

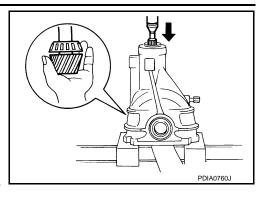
CAUTION:

Apply gear oil to pinion rear bearing.

7. Assemble pinion front bearing inner race to drive pinion assem-

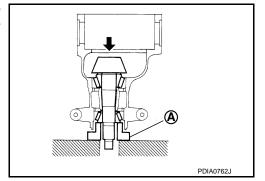
CAUTION:

- Never reuse pinion front bearing inner race.
- · Apply gear oil to pinion front bearing.
- 8. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R200]

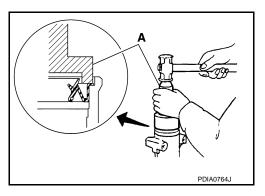
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9. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.

CAUTION:

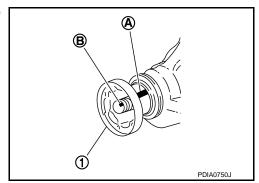
- Never reuse oil seal.
- When installing, never incline oil seal.
- · Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



10. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



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[REAR FINAL DRIVE: R200]

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11. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

12. Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-219, "Preload Torque"</u>.

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- Install differential case assembly. Refer to <u>DLN-194, "AWD : Assembly"</u>.



Never install rear cover at this time.

- 14. Check and adjust drive gear runout, tooth contact and drive gear to drive pinion backlash, and companion flange runout. Refer to <u>DLN-197</u>, "AWD: Adjustment" and <u>DLN-216</u>, "AWD: Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to DLN-197, "AWD : Adjustment".
- 16. Install rear cover. Refer to <u>DLN-194, "AWD : Assembly"</u>.

10. Ilistali fedi covel. Nefel to <u>DEN-134, AVVD . Assembly</u> .

PINION GEAR HEIGHT

AWD : Adjustment

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.

Washer selection equation:

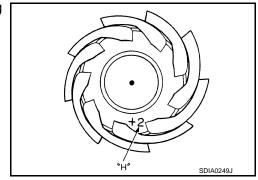
 $T = T_0 + (t_1 - t_2)$

T: Correct washer thickness

To: Removed washer thickness

t1: Old drive pinion head letter " $H \times 0.01$ " ("H": machined tolerance 1/100 mm \times 100)

t2: New drive pinion head letter " $H \times 0.01$ " ("H": machined tolerance 1/100 mm \times 100)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 t1: +2 t2: -1

2. Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm Used washer... T = 3.21 mm

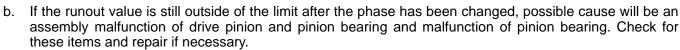
COMPANION FLANGE RUNOUT

- 1. Fit a test indicator to the inner side of companion flange (socket diameter).
- 2. Rotate companion flange to check for runout.

Inner side of companion flange runout

: Refer to <u>DLN-219</u>, "Companion Flange Runout (AWD)".

- If the runout value is outside the runout limit, follow the procedure below to adjust.
- a. Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.



c. If the runout value is still outside of the limit after the check and repair, replace companion flange.

AWD: Inspection After Disassembly

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- · Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

Clean up the disassembled parts.

Test indicator inside face

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Revision: 2013 February DLN-217

DRIVE PINION

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200]

• If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REAR FINAL DRIVE: R200]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:0000000007470591

		2WD	AWD				
Applied model		VQ3	7VHR				
		A	/T				
Final drive model		R2	200				
Gear ratio		3.357					
Number of teeth (Drive gear/Drive pinion)		47/14					
Oil capacity (Approx.)	Oil capacity (Approx.) ℓ (US pt, Imp pt)		, 2-1/2)				
Number of pinion gears		2					
Drive pinion adjustment spacer type		Colla	psible				

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Unit: mm (in)

Item	Limit
Drive gear back face runout	0.05 (0.0020)

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Differential Side Gear Clearance

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	Unit: mm (in)
Item	Standard
Side gear backlash (Clearance between side gear and differential case)	0.20 (0.0079) or less (Each gear should rotate smoothly without excessive resistance during differential motion.)

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Preload Torque

INFOID:0000000007470594 Unit: N·m (kg-m, in-lb)

Item	Standard
Pinion bearing (P1)	2.65 – 3.23 (0.27 – 0.32, 24 – 28)
Side bearing (P2)	0.20 - 0.52 (0.02 - 0.05, 2 - 4)
Side bearing to pinion bearing (Total preload) (Total preload = P1 + P2)	2.85 – 3.75 (0.29 – 0.38, 26 – 33)

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Backlash

INFOID:0000000007470595 Unit: mm (in)

Item	Standard
Drive gear to drive pinion gear	0.10 - 0.15 (0.0039 - 0.0059)

0

Drive Pinion Runout (2WD)

Unit: mm (in)

INFOID:0000000007470596

	Office Hill (iii)
Item	Limit
Tip of drive pinion runout	0.8 (0.031)

Companion Flange Runout (AWD)

INFOID:0000000007470597

Unit: mm (in)

DLN-219 Revision: 2013 February 2012 G Coupe

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REAR FINAL DRIVE: R200]

Item	Limit
Inner side of the companion flange runout	0.08 (0.0031)

SYSTEM DESCRIPTION

REAR FINAL DRIVE ASSEMBLY

System Diagram INFOID:0000000007470598 В

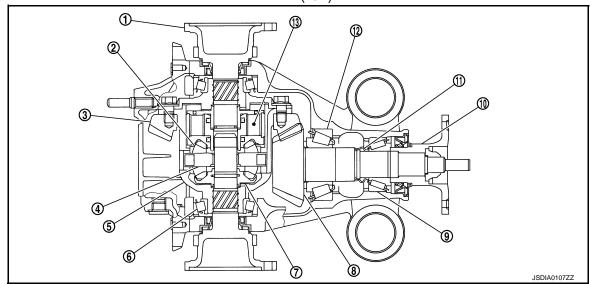
CROSS-SECTION VIEW

2WD (M/T) 1 (13) 2 4 **⑤** 6 (8) Ô PDIA0628E

- Side flange 1.
- Pinion mate shaft 4.
- Side gear 7.
- 10. Companion flange
- Viscous coupling

- Pinion mate gear 2.
- 5. Differential case
- 8. Drive pinion
- 11. Collapsible spacer
- Drive gear 3.
- 6. Side bearing
- 9. Pinion front bearing
- 12. Pinion rear bearing

2WD (A/T)



- Side flange
- 4. Pinion mate shaft
- Side gear 7.
- 10. Companion flange
- 13. Viscous coupling

- Pinion mate gear
- 5. Differential case
- 8. Drive pinion
- Collapsible spacer 11.
- 3. Drive gear
- 6. Side bearing
- 9. Pinion front bearing
- 12. Pinion rear bearing

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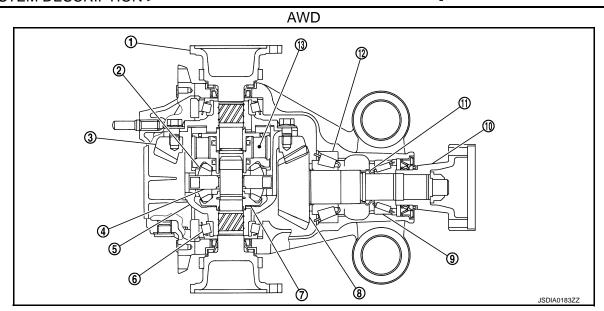
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- 1. Side flange
- 4. Pinion mate shaft
- 7. Side gear
- 10. Companion flange
- 13. Viscous coupling

- 2. Pinion mate gear
- 5. Differential case
- 8. Drive pinion
- 11. Collapsible spacer
- 3. Drive gear
- 6. Side bearing
- 9. Pinion front bearing
- 12. Pinion rear bearing

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[REAR FINAL DRIVE: R200V]

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INFOID:0000000007470599

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

2WD (M/T) MODELS

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

Reference		DLN-304, "2WD (M/T): Inspection After Disassembly"	DLN-266, "2WD (M/T) : Adjustment"	DLN-304, "2WD (M/T): Inspection After Disassembly"	DLN-266, "2WD (M/T) : Adjustment"	DLN-266, "2WD (M/T) : Adjustment"	DLN-231, "Inspection"	NVH of REAR PROPELLER SHAFT in this section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED) PARTS	Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRES	ROAD WHEEL	DRIVE SHAFT	BRAKES	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

^{×:} Applicable

2WD (A/T) MODELS

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING [REAR FINAL DRIVE: R200V]

< SYMPTOM DIAGNOSIS >

Reference		DLN-311, "2WD (A/T): Inspection After Disassembly"	DLN-278, "2WD (A/T) : Adjustment"	DLN-311, "2WD (A/T): Inspection After Disassembly"	DLN-278, "2WD (A/T) : Adjustment"	DLN-278, "2WD (A/T) : Adjustment"	DLN-231, "Inspection"	NVH of REAR PROPELLER SHAFT in this section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED) PARTS	Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRES	ROAD WHEEL	DRIVE SHAFT	BRAKES	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

 $[\]times$: Applicable

AWD MODELS

Use the chart below to find the cause of the symptom. If necessary, repair or replace these parts.

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING [REAR FINAL DRIVE: R200V]

< SYMPTOM DIAGNOSIS >

Reference		DLN-319, "AWD : Inspection After Disassembly"	DLN-291, "AWD : Adjustment"	DLN-319, "AWD : Inspection After Disassembly"	DLN-291, "AWD : Adjustment"	DLN-291, "AWD : Adjustment"	DLN-231, "Inspection"	NVH of FRONT and REAR PROPELLER SHAFT in this section.	NVH in FAX, RAX, FSU and RSU sections.	NVH in WT section.	NVH in WT section.	NVH in FAX and RAX section.	NVH in BR section.	NVH in ST section.
Possible cause and SUSPECTED) PARTS	Gear tooth rough	Gear contact improper	Tooth surfaces worn	Backlash incorrect	Companion flange excessive runout	Gear oil improper	PROPELLER SHAFT	AXLE AND SUSPENSION	TIRES	ROAD WHEEL	DRIVE SHAFT	BRAKES	STEERING
Symptom	Noise	×	×	×	×	×	×	×	×	×	×	×	×	×

^{×:} Applicable

DLN-225 Revision: 2013 February 2012 G Coupe

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PRECAUTIONS

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PRECAUTION

PRECAUTIONS

Service Notice or Precautions for Rear Final Drive

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[REAR FINAL DRIVE: R200V]

- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they never interfere with the function of the parts when applied.
- Overhaul should be done in a clean work area, it is preferable to work in dustproof area.
- Before disassembly, using steam or white gasoline, completely remove sand and mud from the exterior of the unit, preventing them from entering into the unit during disassembly or assembly.
- Check appearance of the disassembled parts for damage, deformation, and unusual wear. Replace them with new ones, if necessary.
- Gaskets, seals and O-rings should be replaced any time when the unit is disassembled.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Clean and flush the parts sufficiently and blow-dry them.
- Be careful not to damage sliding surfaces and mating surfaces.
- When applying sealant, remove the old sealant from the mounting surface; then remove any moisture, oil, and foreign materials from the application and mounting surfaces.
- Always use shop paper for cleaning the inside of components.
- Never use cotton gloves or shop rags to prevent entering of lint.
- During assembly, observe the specified tightening torque, and apply new gear oil, petroleum jelly, or multipurpose grease as specified for each vehicle, if necessary.

[REAR FINAL DRIVE: R200V]

PREPARATION

PREPARATION

Special Service Tools

INFOID:0000000007470601

Α

actual shapes of Kent-Moore tools ma	ay differ from those of special service tools illu	strated here.
Tool number (Kent-Moore No.) Tool name		Description
(V40104100 (—) Attachment		Removing side flange
ST36230000 J-25840-A) Sliding hammer	ZZA0804D	Removing side flange
	ZZA0803D	
ST3127S000 (J-25765-A) Preload gauge		Measuring pinion bearing preload and total preload
KV381054S0 J-34286) Puller	ZZA0806D	Removing front oil seal
ST30720000 J-25405) Drift	ZZA0601D	Installing front oil seal Installing pinion rear bearing outer race
a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.	a b ZZAO811D	
(V38107900 J-39352) Protector		Installing side flange

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[REAR FINAL DRIVE: R200V]

PREPARATION >		[REAR FINAL DRIVE: R200V
Tool number (Kent-Moore No.) Tool name		Description
KV38100200 (J-26233) Drift a: 65 mm (2.56 in) dia. b: 49 mm (1.93 in) dia.	ab	Installing side oil seal
KV10111100 (J-37228) Seal cutter	ZZA1143D	Removing rear cover
KV38100800 (J-25604-01) Attachment A: 541 mm (21.30 in) B: 200 mm (7.87 in)	B COOLOGO SDIA0267E	Fixing unit assembly
ST3306S001 (J-22888-D) Differential side bearing puller set 1: ST33051001 (J-22888-20) Puller 2: ST33061000 (J-8107-2) Base a: 28.5 mm (1.122 in) dia. b: 38 mm (1.50 in) dia.	NT072	Removing and installing side bearing inner race
KV10112100 (BT-8653-A) Angle wrench	ZZZA0120D	Tightening drive gear bolt
KV38100300 (J-25523) Drift a: 54 mm (2.13 in) dia. b: 46 mm (1.81 in) dia. c: 32 mm (1.26 in) dia.	ZZA1046D	Installing side bearing inner race

< PREPARATION >

[REAR FINAL DRIVE: R200V]

Tool number (Kent-Moore No.) Tool name		Description
— (J-8129) Spring gauge		Measuring turning torque
	NT127	
KV40105230 (—) Drift a: 92 mm (3.62 in) dia. b: 86 mm (3.39 in) dia. c: 45 mm (1.77 in) dia.	a b C	Installing pinion rear bearing outer race
ST30611000 (J-25742-1) Drift bar	PDIA0591E	Installing pinion front bearing outer race (Use with ST30613000)
	S-NT090	
ST30613000 (J-25742-3) Drift a: 72 mm (2.83 in) dia. b: 48 mm (1.89 in) dia.	ZZA1000D	Installing pinion front bearing outer race
ST30901000 (J-26010-01) Drift a: 79 mm (3.11 in) dia. b: 45 mm (1.77 in) dia. c: 35.2 mm (1.386 in) dia.	a b c ZZA0978D	Installing pinion rear bearing inner race

Commercial Service Tools

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[REAR FINAL DRIVE: R200V]

Tool name		Description
Flange wrench		Removing and installing drive pinion lock nut
	√8 ,	
	NT035	
Puller		Removing companion flange
	ZZA0119D	
Sliding hammer	ZZAUTI9U	Removing differential case assembly
Replacer	NT125	Removing pinion rear bearing inner race
. оргазо.	ZZA0700D	
Spacer a: 60 mm (2.36 in) dia. b: 36 mm (1.42 in) dia. c: 30 mm (1.18 in)	b a c	Installing pinion front bearing inner race
Power tool	ZZA1133D	Loosening bolts and nuts

PERIODIC MAINTENANCE

REAR DIFFERENTIAL GEAR OIL

Inspection INFOID:0000000007470603

OIL LEAKAGE

• Make sure that oil is not leaking from final drive assembly or around it.

 Remove filler plug (1) and check oil level from filler plug mounting hole as shown in the figure.

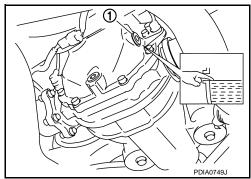
CAUTION:

Never start engine while checking oil level.

· Set a gasket on filler plug and install it on final drive assembly. Refer to DLN-259, "2WD_(M/T): Exploded View" [2WD (M/T models)], DLN-271, "2WD (A/T): Exploded View" [2WD (A/T models)], DLN-283, "AWD: Exploded View" (AWD).

CAUTION:

Never reuse gasket.



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Draining

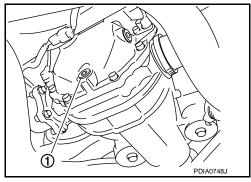
1. Stop engine.

Remove drain plug (1) and drain gear oil.

3. Set a gasket on drain plug and install it to final drive assembly and tighten to the specified torque. Refer to DLN-259, "2WD (M/ T): Exploded View" [2WD (M/T models)], DLN-271, "2WD (A/T) Exploded View" [2WD (A/T models)], DLN-283, "AWD : Exploded View" (AWD).

CAUTION:

Never reuse gasket.



Refilling INFOID:0000000007470605

Remove filler plug (1). Fill with new gear oil until oil level reaches the specified level near filler plug mounting hole.

> Oil grade and viscosity : Refer to MA-15, "FOR

> > **NORTH AMERICA: Fluids** and Lubricants" (For North America), MA-16, "FOR **MEXICO: Fluids and Lubri-**

cants" (For Mexico).

: Refer to DLN-321, "Gen-Oil capacity

eral Specification".

2. After refilling oil, check oil level. Set a gasket to filler plug, then install it to final drive assembly. Refer to DLN-259, "2WD (M/T): Exploded View" [2WD (M/T models)], DLN-271, "2WD (A/T): Exploded View" [2WD (A/T models)], DLN-283, "AWD: Exploded View" (AWD). **CAUTION:**

Never reuse gasket.

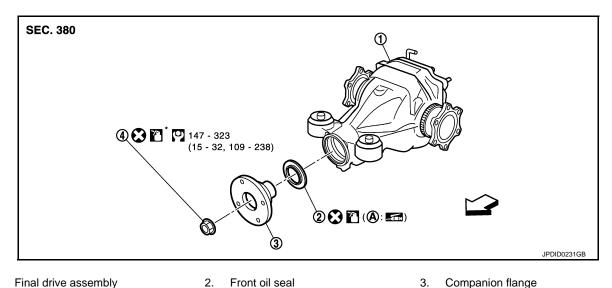
DLN-231 Revision: 2013 February 2012 G Coupe

REMOVAL AND INSTALLATION

FRONT OIL SEAL 2WD (M/T)

2WD (M/T): Exploded View

INFOID:0000000007470606



- Final drive assembly
- Drive pinion lock nut
- Oil seal lip
- : Vehicle front
- : Apply gear oil.
- ↑

 ★: Apply unti-corrosion oil.

Refer to GI-4, "Components" for symbols not described above.

2WD (M/T): Removal and Installation

INFOID:0000000007470607

REMOVAL

CAUTION:

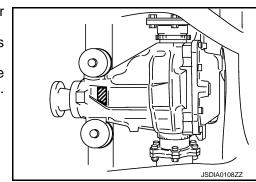
Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to "Identification stamp of replacement frequency of front oil seal". If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-253, "2WD (M/T): Removal and Installation" and DLN-260, "2WD (M/T): Disassembly".

The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal.

When collapsible spacer replacement is required, disassemble final drive assembly to replace collapsible spacer and front oil seal. Refer to DLN-260, "2WD (M/T): Disassembly".



Stamp	collapsible spacer replacement	
No stamp	Not required	
"0" or "0" on the far right of stamp	Required	
"01" or "1" on the far right of stamp	Not required	

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CAUTION:

Make a stamping after replacing front oil seal.

 After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

CAUTION:

Make a stamping made from left to right.

Stamp before stamping	Stamping on the far right	Stamping
No stamp	0	0
"0" (Front oil seal was replaced once.)	1	01
"01" (Collapsible spacer and front oil seal were replaced last time.)	0	010
"0" is on the far right. (Only front oil seal was replaced last time.)	1	01
"1" is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	010

- 1. Drain gear oil. Refer to DLN-231, "Draining".
- 2. Make a judgment if a collapsible spacer replacement is required.
- 3. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View"</u>.
- 5. Remove drive shaft from final drive. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- 6. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]
B : Sliding hammer [SST: ST36230000 (J-25840-A)]

NOTE:

Circular clip installation position: Final drive side

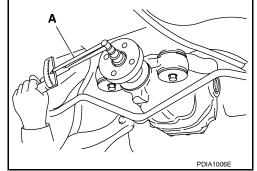
7. Remove propeller shaft. Refer to DLN-88, "Exploded View".

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8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

Record the preload measurement.



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< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

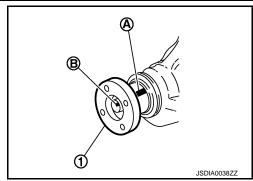
9. Put matching mark (B) on the end of the drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

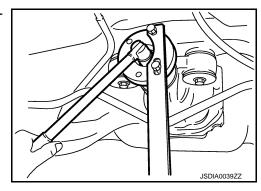
For matching mark, use paint. Never damage companion flange and drive pinion.

NOTE:

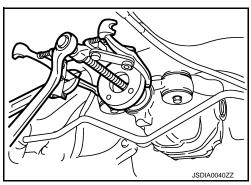
The matching mark on the final drive companion flange indicates the maximum vertical runout position.



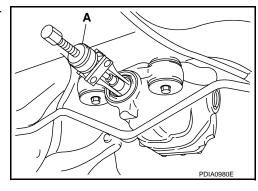
10. Remove drive pinion lock nut using the flange wrench (commercial service tool).



11. Remove companion flange using a puller (commercial service tool).



12. Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].



INSTALLATION

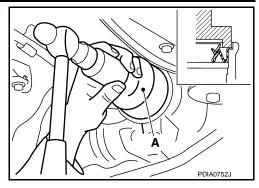
1. Apply multi-purpose grease to front oil seal lips.

< REMOVAL AND INSTALLATION >

 Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- Never incline oil seal when installing.



[REAR FINAL DRIVE: R200V]

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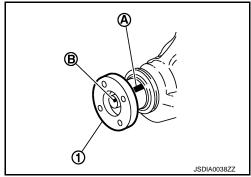
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3. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange.



 Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

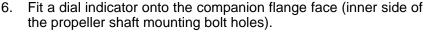
5. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using [SST: ST3127S000 (J-25765-A)].

Total preload torque

: A value that add 0.1– 0.4 N·m (0.01 – 0.04 kg-m) to the measured value when removing.

CAUTION:

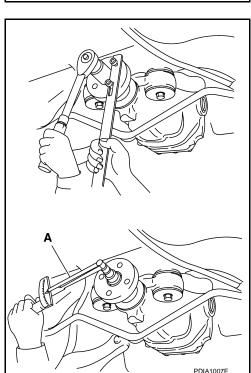
- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.

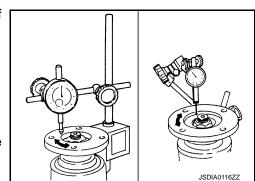


7. Rotate the companion flange to check for runout.

Companion flange runout : Refer to <u>DLN-321, "Companion flange Runout panion flange Runout [2WD (M/T Models)]"</u>.

- 8. Fit a test indicator to the inner side of the companion flange (socket diameter).
- Rotate the companion flange to check for runout.





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Companion flange runout

: Refer to DLN-321, "Companion flange Runout [2WD (M/T Models)]".

- 10. If the runout value is outside the repair limit, follow the procedure below to adjust.
- a. Check for runout while changing the phase between companion flange and drive pinion gear by 90° step, and search for the position where the runout is the minimum.
- b. If the runout value is still outside of the limit after the phase has been changed, possible causes are be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.
- c. If the runout value is still outside of the limit after the check and repair, replace companion flange.
- 11. Make a stamping for identification of front oil seal replacement frequency. Refer to "Identification stamp of replacement frequency of front oil seal".

CAUTION:

Make a stamping after replacing front oil seal.

- 12. Install propeller shaft. Refer to DLN-88, "Exploded View".
- 13. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

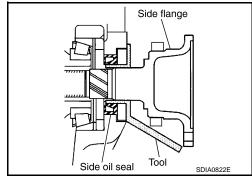
d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

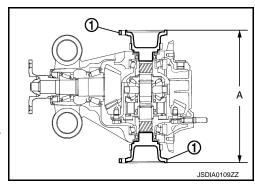
Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 14. Install drive shaft. Refer to RAX-10, "Exploded View".
- 15. Install rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 16. Install center muffler. Refer to EX-5, "Exploded View".
- Refill gear oil to the final drive and check oil level. Refer to <u>DLN-231, "Refilling"</u>.
- 18. Check the final drive for oil leakage. Refer to DLN-231, "Inspection".

2WD (A/T)





2WD (A/T): Exploded View

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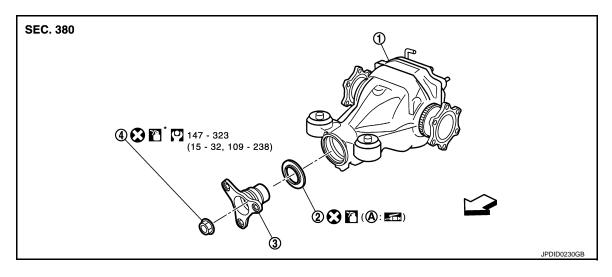
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- Final drive assembly
- 2. Front oil seal

Companion flange

- Drive pinion lock nut
- A. Oil seal lip
- ⟨□: Vehicle front

?: Apply gear oil.

☆
: Apply unti-corrosion oil.

Refer to GI-4, "Components" for symbols not described above.

2WD (A/T): Removal and Installation

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REMOVAL

CAUTION:

Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to "Identification stamp of replacement frequency of front oil seal". If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-255, "2WD (A/T): Removal and Installation" and DLN-272, "2WD (A/T): Disassembly".

NOTE:

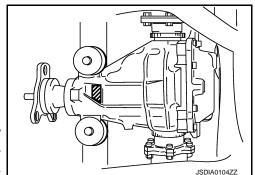
The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal.

When collapsible spacer replacement is required, disassemble final drive assembly to replace collapsible spacer and front oil seal. Refer to <u>DLN-272</u>, "2WD (A/T): <u>Disassembly"</u>.

Stamp	collapsible spacer replacement	
No stamp	Not required	
"0" or "0" on the far right of stamp	Required	
"01" or "1" on the far right of stamp	Not required	
Of of 1 off the far fight of stamp	Not required	



CAUTION:

Make a stamping after replacing front oil seal.

 After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

CAUTION:

Make a stamping from left to right.

Stamp before stamping	Stamping on the far right	Stamping
No stamp	0	0
"0" (Front oil seal was replaced once.)	1	01
"01" (Collapsible spacer and front oil seal were replaced last time.)	0	010
"0" is on the far right. (Only front oil seal was replaced last time.)	1	01
"1" is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	010

- Drain gear oil. Refer to <u>DLN-231, "Draining"</u>.
- 2. Make a judgment if a collapsible spacer replacement is required.
- 3. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 4. Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 5. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10. "Exploded View".
- 6. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

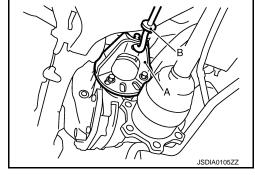
A : Attachment [SST: KV40104100 (—)]

B : Sliding hammer [SST: ST36230000 (J-25840-A)]

NOTE:

Circular clip installation position: Final drive side

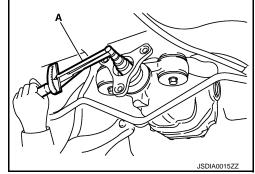
7. Remove propeller shaft. Refer to <u>DLN-96</u>, "Exploded View".



8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

Record the preload measurement.



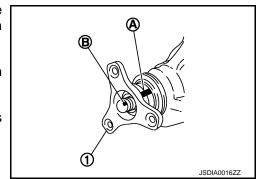
9. Put matching mark (B) on the end of the drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

For matching mark, use paint. Never damage companion flange and drive pinion.

NOTE:

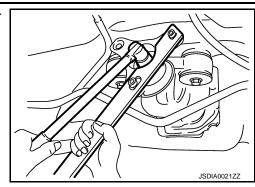
The matching mark on the final drive companion flange indicates the maximum vertical runout position.



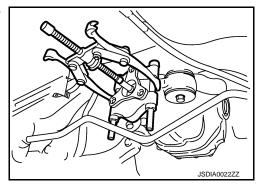
< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

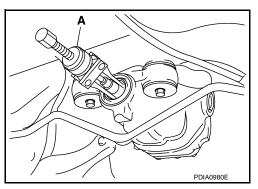
10. Remove drive pinion lock nut using the flange wrench (commercial service tool).



11. Remove companion flange using pullers (commercial service tool).



12. Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].

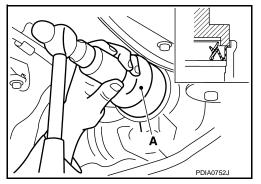


INSTALLATION

- 1. Apply multi-purpose grease to front oil seal lips.
- 2. Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- Never incline oil seal when installing.



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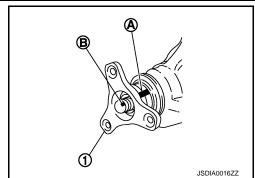
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< REMOVAL AND INSTALLATION >

 Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange.



[REAR FINAL DRIVE: R200V]

 Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

5. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using preload gauge [SST: ST3127S000 (J-25765-A)].

Total preload torque

: A value that add 0.1 –0.4 N·m (0.01– 0.04 kg-m) to the measured value when removing.

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- 6. Set a dial indicator (A) vertically to the tip of the drive pinion.
- 7. Rotate drive pinion to check for runout.

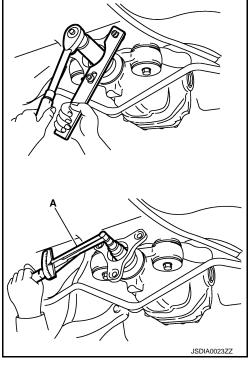
Drive pinion runout

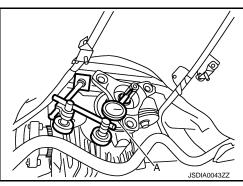
: Refer to <u>DLN-322</u>, "<u>Drive</u> <u>Pinion Runout [2WD (A/T Models)]</u>".

- If the runout value is still outside of the limit after the phase has been changed, possible causes are be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.
- 8. Make a stamping for identification of front oil seal replacement frequency. Refer to "Identification stamp of replacement frequency of front oil seal". CAUTION:

Make a stamping after replacing front oil seal.

9. Install propeller shaft. Refer to DLN-96, "Exploded View".





< REMOVAL AND INSTALLATION >

- 10. Install side flange with the following procedure.
- Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

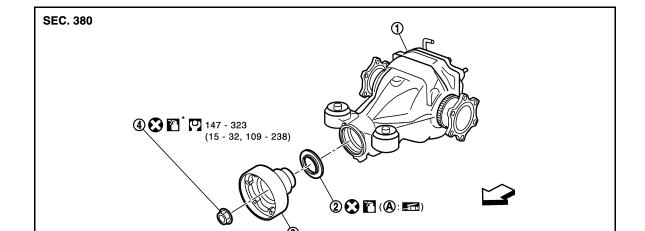
Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 11. Install drive shaft. Refer to RAX-10, "Exploded View".
- 12. Install rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 13. Install center muffler. Refer to EX-5, "Exploded View".
- Refill gear oil to the final drive and check oil level. Refer to <u>DLN-231. "Refilling"</u>.
- 15. Check the final drive for oil leakage. Refer to DLN-231, "Inspection".

AWD

AWD: Exploded View



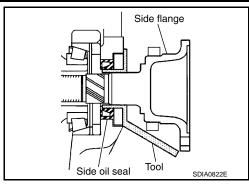
- 1. Final drive assembly
- 4. Drive pinion lock nut
- A. Oil seal lip
- ∀
 : Vehicle front
- : Apply gear oil.
- *: Apply anti-corrosion oil.

Refer to GI-4, "Components" for symbols not described on the above.

2.

Front oil seal





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Companion flange

AWD : Removal and Installation

REMOVAL

CAUTION:

Verify identification stamp of replacement frequency put in the lower part of gear carrier to determine replacement for collapsible spacer when replacing front oil seal. Refer to "Identification stamp of replacement frequency of front oil seal". If collapsible spacer replacement is necessary, remove final drive assembly and disassemble it to replace front oil seal and collapsible spacer. Refer to DLN-257, "AWD: Removal and Installation" and DLN-284, "AWD: Disassembly".

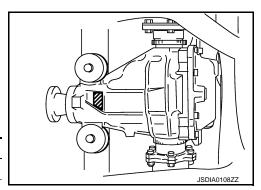
NOTE:

The reuse of collapsible spacer is prohibited in principle. However, it is reusable on a one-time basis only in cases when replacing front oil seal.

Identification stamp of replacement frequency of front oil seal

- The diagonally shaded area in the figure shows stamping point for replacement frequency of front oil seal.
- The following table shows if collapsible spacer replacement is needed before replacing front oil seal.
 When collapsible spacer replacement is required, disassemble final drive assembly to replace collapsible spacer and front oil seal.
 Refer to DLN-284, "AWD: Disassembly".

Stamp	collapsible spacer replacement	
No stamp	Not required	
"0" or "0" on the far right of stamp	Required	
"01" or "1" on the far right of stamp	Not required	



[REAR FINAL DRIVE: R200V]

CAUTION:

Make a stamping after replacing front oil seal.

 After replacing front oil seal, make a stamping on the stamping point in accordance with the table below in order to identify replacement frequency.

CAUTION:

Make a stamping made from left to right.

Stamp before stamping	Stamping on the far right	Stamping
No stamp	0	0
"0" (Front oil seal was replaced once.)	1	01
"01" (Collapsible spacer and front oil seal were replaced last time.)	0	010
"0" is on the far right. (Only front oil seal was replaced last time.)	1	01
"1" is on the far right. (Collapsible spacer and front oil seal were replaced last time.)	0	010

- Drain gear oil. Refer to <u>DLN-231, "Draining"</u>.
- 2. Make a judgment if a collapsible spacer replacement is required.
- Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 4. Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 5. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".

< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

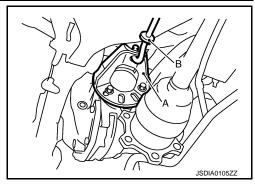
6. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]
B : Sliding hammer [SST: ST36230000 (J-25840-A)]

NOTE:

Circular clip installation position: Final drive side

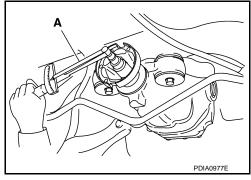
7. Remove propeller shaft. Refer to DLN-105, "Exploded View".



8. Measure the total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

NOTE:

Record the preload measurement.



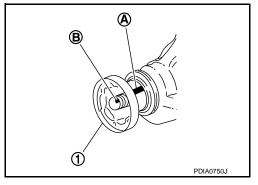
9. Put matching mark (B) on the end of the drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

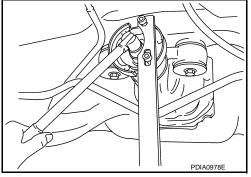
For matching mark, use paint. Never damage companion flange and drive pinion.

NOTE:

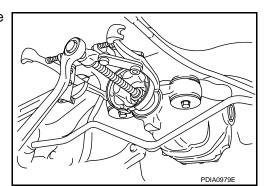
The matching mark on the final drive companion flange indicates the maximum vertical runout position.



Remove drive pinion lock nut using the flange wrench (commercial service tool).



11. Remove companion flange using a puller (commercial service tool).



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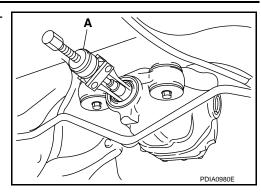
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< REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

12. Remove front oil seal using the puller (A) [SST: KV381054S0 (J-34286)].

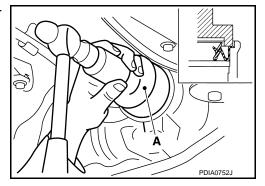


INSTALLATION

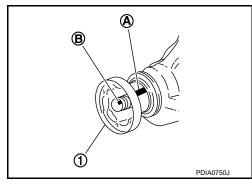
- 1. Apply multi-purpose grease to front oil seal lips.
- 2. Install front oil seal using the drift (A) [SST: ST30720000 (J-25405)] as shown in figure.

CAUTION:

- Never reuse oil seal.
- · Never incline oil seal when installing.



3. Align the matching mark (B) of drive pinion with the matching mark (A) of companion flange (1), and then install the companion flange.



< REMOVAL AND INSTALLATION >

 Apply anti-corrosion oil to the thread and seat of new drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A: Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

5. Tighten drive pinion lock nut within the limits of specified torque so as to keep the pinion bearing preload within a standard values, using preload gauge [SST: ST3127S000 (J-25765-A)].

Total preload torque

: A value that add 0.1– 0.4 N·m (0.01 – 0.04 kg-m, 0.9 – 3.5 in-lb) to the measured value when removing.

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- 6. Fit a test indicator to the inner side of companion flange (socket diameter).
- 7. Rotate the companion flange to check for runout.

Companion flange runout

: Refer to <u>DLN-322, "Companion flange Runout</u> (AWD)".

- If the runout value is outside the repair limit, follow the procedure below to adjust.
- Check for runout while changing the phase between companion flange and drive pinion gear by 90° step, and search for the position where the runout is the minimum.
- If the runout value is still outside of the limit after the phase has been changed, possible causes are be
 an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for
 these items and repair if necessary.
- If the runout value is still outside of the limit after the check and repair, replace companion flange.
- 8. Make a stamping for identification of front oil seal replacement frequency. Refer to "Identification stamp of replacement frequency of front oil seal".

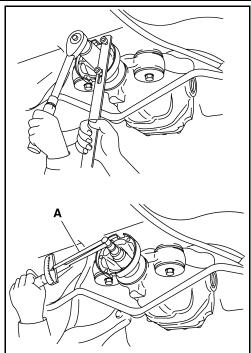
CAUTION:

Make a stamping after replacing front oil seal.

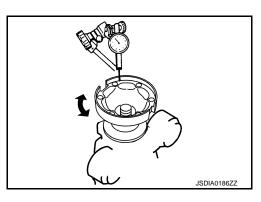
- 9. Install propeller shaft. Refer to DLN-105, "Exploded View".
- 10. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



[REAR FINAL DRIVE: R200V]



malfunction of pinion bearing. Check for repair, replace companion flange. equency. Refer to "Identification stamp of

Side oil seal Tool SDIA0822E

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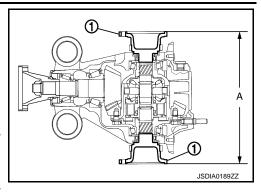
< REMOVAL AND INSTALLATION >

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 11. Install drive shaft. Refer to RAX-10, "Exploded View".
- 12. Install rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 13. Install center muffler. Refer to EX-5, "Exploded View".
- 14. Refill gear oil to the final drive and check oil level. Refer to <u>DLN-231</u>, "Refilling".
- 15. Check the final drive for oil leakage. Refer to DLN-231, "Inspection".



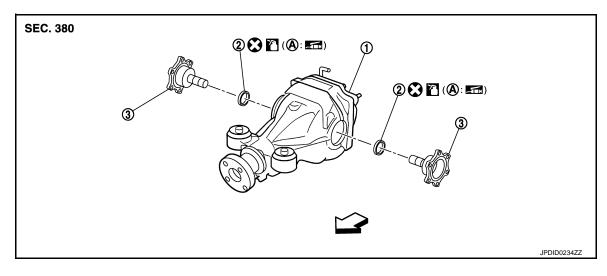
[REAR FINAL DRIVE: R200V]

SIDE OIL SEAL

2WD (M/T)

2WD (M/T): Exploded View

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1. Final drive assembly

2. Side oil seal

3. Side flange

A. Oil seal lip

∀
 : Vehicle front

: Apply gear oil.

Refer to GI-4, "Components" for symbols not described above.

2WD (M/T): Removal and Installation

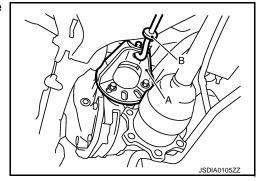
REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- 2. Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 3. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10. "Exploded View".
- 4. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]
B : Sliding hammer [SST: ST36230000 (J-25840-A)]

NOTF:

Circular clip installation position: Final drive side



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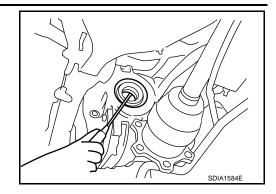
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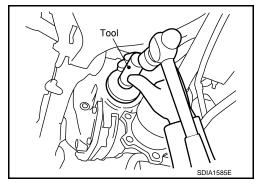
Remove side oil seal, using a flat-bladed screwdriver. CAUTION:

Never damage gear carrier.



INSTALLATION

- 1. Apply multi-purpose grease to side oil seal lips.
- Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].
 CAUTION:
 - · Never reuse oil seal.
 - When installing, never incline oil seal.



- 3. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

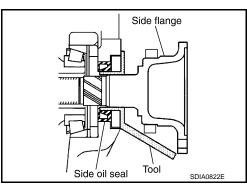
d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

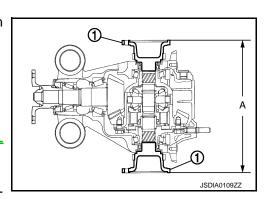


A : 326 – 328 mm (12.83 – 12.91 in)

- 4. Install drive shaft. Refer to RAX-10, "Exploded View".
- Install rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".
- 6. Install center muffler. Refer to EX-5, "Exploded View".
- When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-231</u>, "Inspection".

2WD (A/T)





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2WD (A/T): Exploded View

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- Final drive assembly
- Side oil seal 2.

Side flange

- Oil seal lip
- : Vehicle front

: Apply gear oil.

Refer to GI-4, "Components" for symbols not described above.

2WD (A/T): Removal and Installation

REMOVAL

- Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- Remove rear wheel sensor. Refer to BRC-116, "REAR WHEEL SENSOR: Exploded View".
- 3. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View"
- 4. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

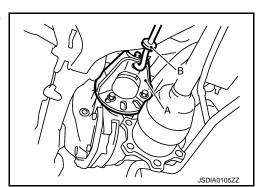
Α : Attachment [SST: KV40104100 (—)] В : Sliding hammer [SST: ST36230000 (J-25840-A)]

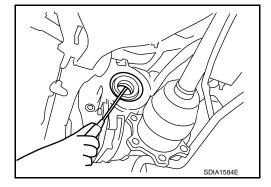
NOTE:

Circular clip installation position: Final drive side

Remove side oil seal, using a flat-bladed screwdriver. **CAUTION:**

Never damage gear carrier.





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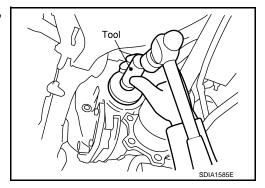
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INSTALLATION

- 1. Apply multi-purpose grease to side oil seal lips.
- Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].

CAUTION:

- Never reuse oil seal.
- · When installing, never incline oil seal.



- 3. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

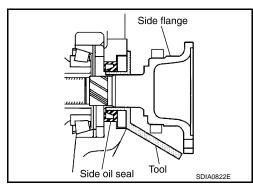
d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

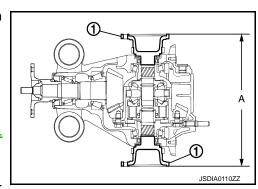
Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 4. Install drive shaft. Refer to RAX-10, "Exploded View".
- Install rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".
- 6. Install center muffler. Refer to EX-5, "Exploded View".
- When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-231</u>, "Inspection".







AWD: Exploded View

SEC. 380

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- 1. Final drive assembly
- 2. Side oil seal

Side flange

- A. Oil seal lip
- ∀ : Vehicle front
- Apply gear oil.
- ★: Apply anti-corrosion oil.

Refer to GI-4, "Components" for symbols not described on the above.

AWD: Removal and Installation

REMOVAL

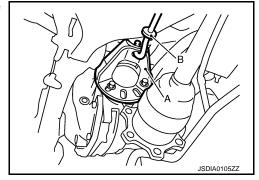
- Remove center muffler with a power tool. Refer to <u>EX-5</u>, "<u>Exploded View</u>".
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".
- 3. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10. "Exploded View".
- 4. Install attachment (A) to side flange, and then pull out the side flange with the sliding hammer (B).

A : Attachment [SST: KV40104100 (—)]

B : Sliding hammer [SST: ST36230000 (J-25840-A)]

NOTE:

Circular clip installation position: Final drive side



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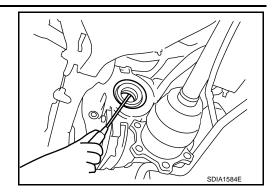
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5. Remove side oil seal with a suitable tool.

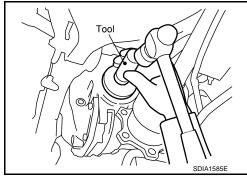
CAUTION:

Never damage gear carrier.



INSTALLATION

- 1. Apply multi-purpose grease to side oil seal lips.
- Install side oil seal until it becomes flush with the case end, using the drift [SST: KV38100200 (J-26233)].
 CAUTION:
 - · Never reuse oil seal.
 - When installing, never incline oil seal.



- 3. Install side flange with the following procedure.
- Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector
- Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

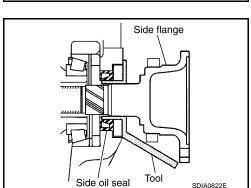
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

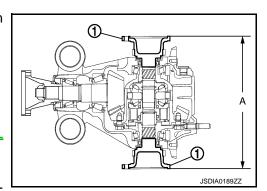
d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)

- 4. Install drive shaft. Refer to RAX-10, "Exploded View".
- Install rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".
- Install center muffler. Refer to <u>EX-5</u>, "Exploded View".
- 7. When oil leaks while removing, check oil level after the installation. Refer to <u>DLN-231</u>, "Inspection".





< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

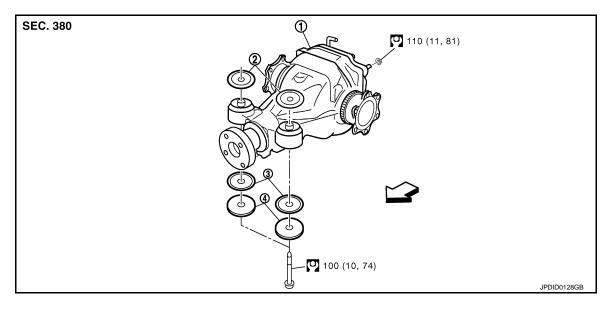
UNIT REMOVAL AND INSTALLATION

REAR FINAL DRIVE ASSEMBLY

2WD (M/T)

2WD (M/T): Exploded View

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- 1. Rear final drive assembly
- 2. Upper stopper

Lower stopper

4. Washer

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 □: Vehicle front

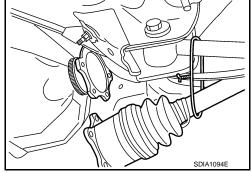
Refer to GI-4, "Components" for symbols in the figure.

2WD (M/T): Removal and Installation

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REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- Remove rear stabilizer bar with a power tool. Refer to RSU-20, "Exploded View".
- 3. Remove propeller shaft from the final drive. Refer to DLN-88, "Exploded View".
- 4. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- Remove breather hose from the final drive.
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".



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< UNIT REMOVAL AND INSTALLATION >

7. Set a suitable jack to rear final drive assembly.

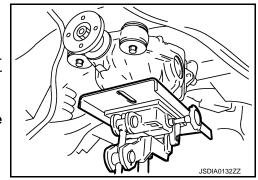
CAUTION:

Never place a jack on the rear cover (aluminum case).

Remove the mounting bolts and nuts connecting to the suspension member, and remove rear final drive assembly with a power tool.

CAUTION:

Secure rear final drive assembly to a suitable jack while removing it.



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[REAR FINAL DRIVE: R200V]

INSTALLATION

Note the following, and installation is in the reverse order of removal.

CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

• Install the breather hose (1) to breather connector until dimension (A) shown as follows.

A:

Final drive side : 20 mm (0.79 in) Suspension member : 20.5 mm (0.807 in)

side

CAUTION:

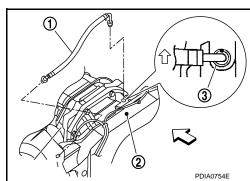
- Never reuse hose clamp.
- Install the hose clamp at the final drive side, with the tab facing downward.
- Install the hose clamp at the suspension member side, with the tab facing downward.



2 : Suspension member3 : Metal connector

: Vehicle front

 For installation, insert the resin connector into rear suspension member. Install the metal connector in rear cover so that a paint mark becomes forward of the vehicle as shown in the figure. Arrange the breather hose then to pass by over wheel sensor harness.



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CAUTION:

Never reuse breather connector and metal connector.

When oil leaks while removing final drive assembly, check oil level after the installation. Refer to <u>DLN-231</u>.
 "Inspection".

2WD (A/T)

2WD (A/T): Exploded View

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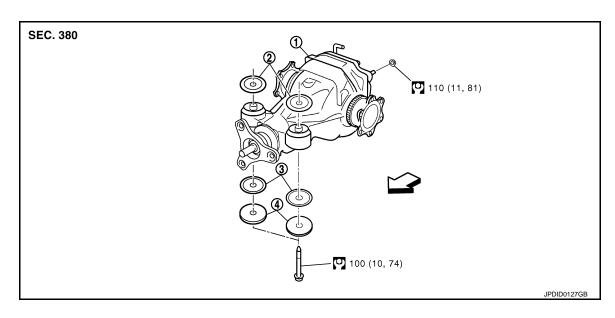
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- 1. Rear final drive assembly
- Upper stopper

3. Lower stopper

4. Washer

: Vehicle front

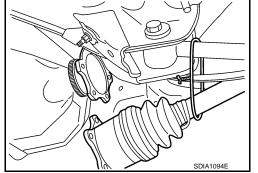
Refer to GI-4, "Components" for symbols in the figure.

2WD (A/T): Removal and Installation

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REMOVAL

- 1. Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- Remove rear stabilizer bar with a power tool. Refer to RSU-20, "Exploded View".
- Remove propeller shaft from the final drive. Refer to <u>DLN-96, "Exploded View"</u>.
- 4. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- 5. Remove breather hose from the final drive.
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "<u>REAR WHEEL SENSOR</u>: <u>Exploded View</u>".



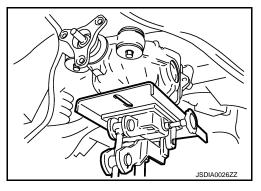
Set a suitable jack to rear final drive assembly. CAUTION:

Never place a jack on the rear cover (aluminum case).

8. Remove the mounting bolts and nuts connecting to the suspension member, and remove rear final drive assembly with a power tool.

CAUTION:

Secure rear final drive assembly to a suitable jack while removing it.



INSTALLATION

< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

Note the following, and installation is in the reverse order of removal.

CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

• Install the breather hose (1) to breather connector until dimension (A) shown as follows.

A:

Final drive side : 20 mm (0.79 in) Suspension member : 20.5 mm (0.807 in)

side

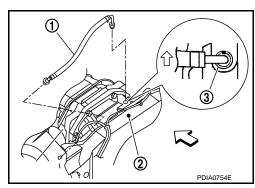
CAUTION:

- Never reuse hose clamp.
- Install the hose clamp at the final drive side, with the tab facing downward.
- Install the hose clamp at the suspension member side, with the tab facing downward.
- If remove breather connector, install breather hose (1) as shown in the figure.

2 : Suspension member3 : Metal connector

∵: Vehicle front

 For installation, insert the resin connector into rear suspension member. Install the metal connector in rear cover so that a paint mark becomes forward of the vehicle as shown in the figure. Arrange the breather hose then to pass by over wheel sensor harness.



CAUTION:

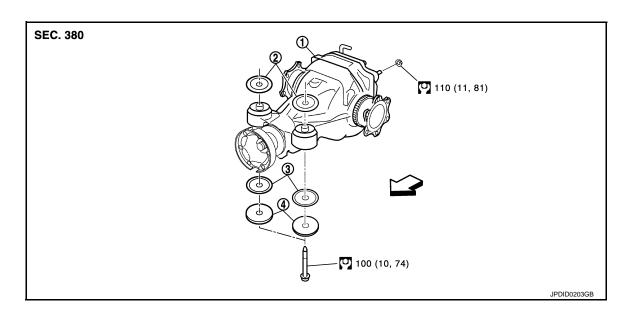
Never reuse breather connector and metal connector.

When oil leaks while removing final drive assembly, check oil level after the installation. Refer to <u>DLN-231</u>, <u>"Inspection"</u>.

AWD

AWD : Exploded View

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< UNIT REMOVAL AND INSTALLATION >

[REAR FINAL DRIVE: R200V]

- 1. Rear final drive assembly
- 2. Upper stopper

Lower stopper

4. Washer

Vehicle front Refer to GI-4, "Components" for symbols in the figure.

AWD: Removal and Installation

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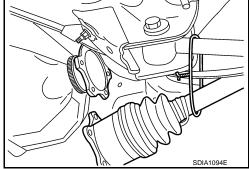
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REMOVAL

- Remove center muffler with a power tool. Refer to EX-5, "Exploded View".
- Remove rear stabilizer bar with a power tool. Refer to RSU-20, "Exploded View".
- Remove propeller shaft from the final drive. Refer to <u>DLN-105</u>, "Exploded View".
- 4. Remove drive shaft from final drive with a power tool. Then suspend it by wire, etc. Refer to RAX-10, "Exploded View".
- 5. Remove breather hose from the final drive.
- Remove rear wheel sensor. Refer to <u>BRC-116</u>, "REAR WHEEL **SENSOR**: Exploded View".



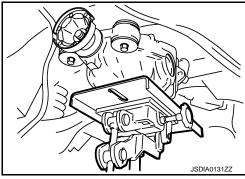
7. Set a suitable jack to rear final drive assembly.

CAUTION:

Never place a jack on the rear cover (aluminum case).

8. Remove the mounting bolts and nuts connecting to the suspension member, and remove rear final drive assembly. CAUTION:

Secure rear final drive assembly to a suitable jack while removing it.



INSTALLATION

Note the following, and installation is in the reverse order of removal.

CAUTION:

Make sure there are no pinched or restricted areas on the breather hose caused by bending or winding when installing it.

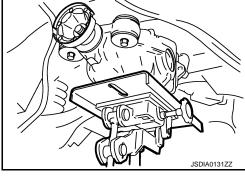
 Install the breather hose (1) to breather connector until dimension (A) shown as follows.



Final drive side : 20 mm (0.79 in) Suspension member : 20.5 mm (0.807 in) side

CAUTION:

- Never reuse hose clamp.
- . Install the hose clamp at the final drive side, with the tab facing downward.
- Install the hose clamp at the suspension member side, with the tab facing downward.



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< UNIT REMOVAL AND INSTALLATION >

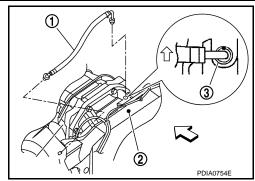
[REAR FINAL DRIVE: R200V]

• If remove breather connector, install breather hose (1) as shown in the figure.

2 : Suspension member3 : Metal connector

∵: Vehicle front

 For installation, insert the resin connector into rear suspension member. Install the metal connector in rear cover so that a paint mark becomes forward of the vehicle as shown in the figure. Arrange the breather hose then to pass by over wheel sensor harness.



CAUTION:

Never reuse breather connector.

When oil leaks while removing final drive assembly, check oil level after the installation. Refer to <u>DLN-231</u>, <u>"Inspection"</u>.

UNIT DISASSEMBLY AND ASSEMBLY

DIFFERENTIAL ASSEMBLY

2WD (M/T)

2WD (M/T): Exploded View

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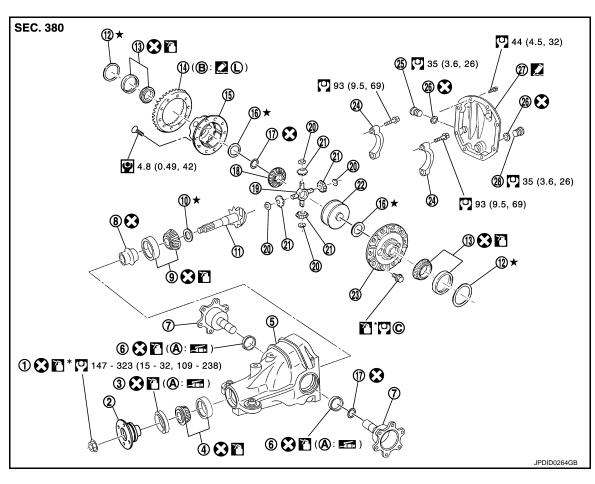
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- Drive pinion lock nut
- 4. Pinion front bearing
- 7. Side flange
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear thrust washer
- 19. Pinion mate shaft
- 22. Viscous coupling
- 25. Filler plug
- 28. Drain plug
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Collapsible spacer
- 11. Drive pinion
- 14. Drive gear
- 17. Circular clip
- 17. Olicalai clip
- 20. Pinion mate thrust washer
- 23. Differential case A
- 26. Gasket
- B. Screw hole

- 3. Front oil seal
- 6. Side oil seal
- 9. Pinion rear bearing
- 12. Side bearing adjusting washer
- 15. Differential case B
- 18. Side gear
- 21. Pinion mate gear
- 24. Bearing cap
- 27. Rear cover
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-262</u>, "2WD (M/T): Assembly".

Apply gear oil.

Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

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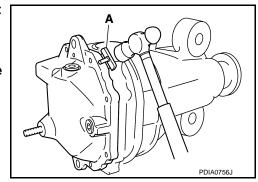
Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to <u>GI-22, "Recommended Chemical Products</u> and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

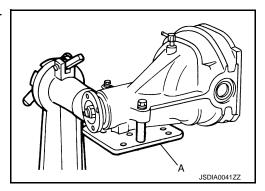
2WD (M/T): Disassembly

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- 1. Drain gear oil, if necessary.
- 2. Remove side flange.
- 3. Remove rear cover mounting bolts.
- Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover. CAUTION:
 - Never damage the mating surface.
 - Never insert flat-bladed screwdriver, this may damage the mating surface.



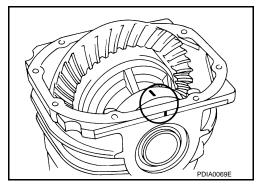
Using two 45 mm (1.77 in) spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



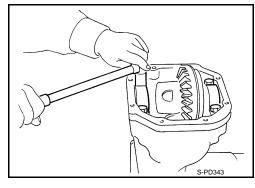
6. For proper reinstallation, paint matching marks on one side of the bearing cap.

CAUTION:

- For matching marks, use paint. Never damage bearing caps and gear carrier.
- Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.



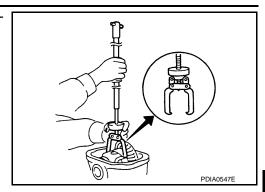
Remove bearing caps.



< UNIT DISASSEMBLY AND ASSEMBLY >

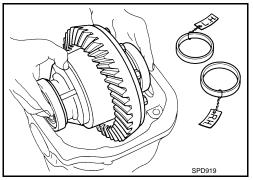
[REAR FINAL DRIVE: R200V]

8. Lift differential case assembly out with a sliding hammer (commercial service tool).



 Keep side bearing outer races together with inner race. Do not mix them up.

Also, keep side bearing adjusting washers together with bearings.

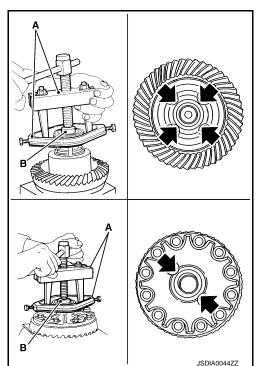


Remove side bearing inner race with puller (A) and base (B).
 To prevent damage to bearing, engage puller jaws in groove (

A: Puller [SST: ST33051001 (J-22888-20)] B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except when it is replaced.



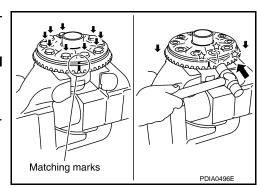
10. For proper reinstallation, paint matching marks on one differential case assembly.

CAUTION:

For matching marks, use paint. Never damage differential case and drive gear.

- 11. Remove drive gear mounting bolts.
- 12. Tap drive gear off differential case assembly with a soft hammer. CAUTION:

Tap evenly all around to keep drive gear from bending.



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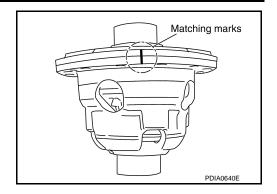
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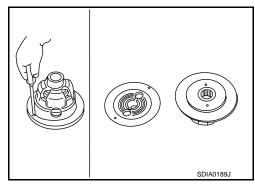
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

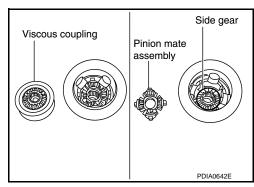
13. Put matching marks with paint.



14. Loosen screws on differential cases A and B.



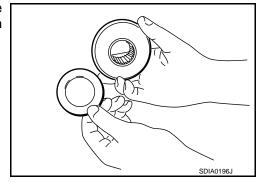
15. Separate differential case A and B, then remove viscous coupling, pinion mate gear, pinion mate thrust washer, side gear, pinion mate shaft, circular clip and side gear thrust washer from differential cases.



2WD (M/T): Assembly

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1. Install side gear thrust washer with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gear.



< UNIT DISASSEMBLY AND ASSEMBLY >

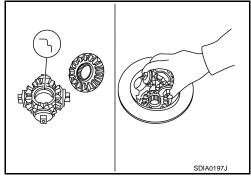
[REAR FINAL DRIVE: R200V]

Install side gear and thrust washer into differential case B. **CAUTION:**

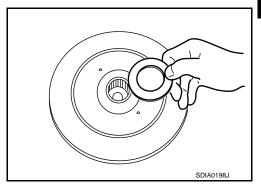
Make sure that the circular clip is installed to side gear.

Install pinion mate assembly (pinion mate shaft, pinion mate gears and pinion mate thrust washers) into differential case B. **CAUTION:**

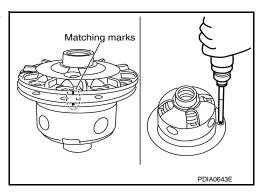
Install the pinion mate shaft groove side to side gear.



- Install viscous coupling into differential case B.
- 5. Install side gear thrust washer with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the viscous coupling.



Align the matching marks and install differential case A into differential case B.



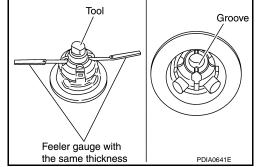
- Measure side gear end play. If necessary, select the appropriate side gear thrust washer.
- Place differential assembly so that right side gear is on the upper side.
- Measure the clearance between right side gear back and differential case using feeler gauge, while rotating right side gear with a suitable tool attached to splines.

Side gear back clearance

: Refer to DLN-321, "Differential Side Gear Clearance".



- Never place feeler gauge at groove side of differential
- To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.



If the back clearance is outside the specification, use a thicker/thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

When the back clearance is large:

When the back clearance is small:

Use a thicker thrust wash-

Use a thinner thrust washer.

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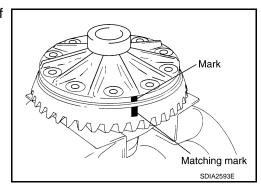
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[REAR FINAL DRIVE: R200V]

CAUTION:

- Adjust the clearance with the left side gear thrust washer only.
- Only one side gear thrust washer can be selected.
- 8. Align the matching mark of differential case with the mark of drive gear, then place drive gear.



Apply thread locking sealant into the thread hole of drive gear.
 Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Clean and degrease drive gear back and threaded holes sufficiently.

10. Install the drive gear to differential case.

CAUTION:

Align the matching marks of differential case and drive gear.

11. Tighten the mounting bolts with the following procedure. **CAUTION:**

Apply anti-corrosin oil to the thread and seat of mounting bolts.

a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 N•m (8.0 kg-m, 58 ft-lb) bolts tightening torque

b. Tighten the bolts additionally at the specified angle.

Drive gear mounting : 31 to 36 degree bolts tightening angle

CAUTION:

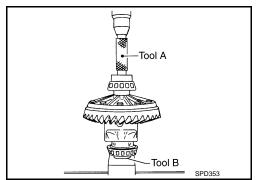
Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

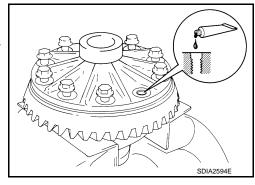
12. Press side bearing inner races to differential case, using the drift (A) and the base (B) [SST: ST33061000 (J-8107-2)].

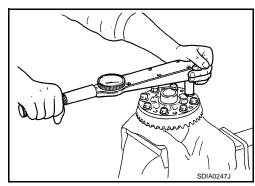
A: Drift [SST: KV38100300 (J-25523)]
B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

Never reuse side bearing inner race.





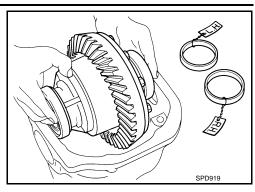


< UNIT DISASSEMBLY AND ASSEMBLY >

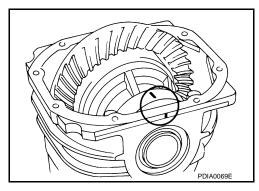
13. Set bearing outer races to differential case assembly, and install it with removed side bearing adjusting washer or same thickness washer into gear carrier.

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to <u>DLN-266, "2WD (M/T): Adjustment"</u>.
- 15. Align matching marks on bearing cap with that on gear carrier.
- 16. Install bearing caps and tighten bearing cap mounting bolts.



[REAR FINAL DRIVE: R200V]



17. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.

CAUTION:

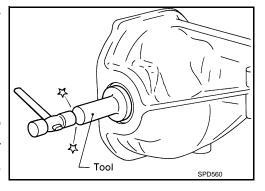
- · Never reuse oil seal.
- . When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 18. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to <u>DLN-266</u>, "2WD (M/T): Adjustment".

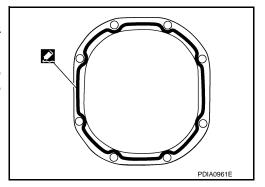
Recheck above items. Readjust the above description, if necessary.

Apply sealant to mating surface of rear cover.
 Use Genuine Silicone RTV or equivalent. Refer to GI-22. "Recommended Chemical Products and Sealants".

CAUTION:
Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

20. Install rear cover on gear carrier and tighten mounting bolts.

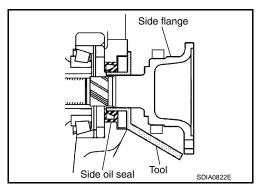




- 21. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal.
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- Put a suitable drift on the center of side flange, then drive it until sound changes.

NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.



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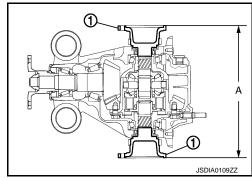
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< UNIT DISASSEMBLY AND ASSEMBLY >

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

Standard

A : 326 – 328 mm (12.83 – 12.91 in)



[REAR FINAL DRIVE: R200V]

2WD (M/T): Adjustment

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TOTAL PRELOAD TORQUE

- Before inspection and adjustment, drain gear oil.
- 1. Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- 2. Remove side flanges.
- 3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- 4. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.

5. Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Total preload torque

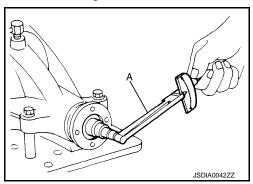
: Refer to <u>DLN-321, "Pre-load Torque".</u>

NOTE:

Total preload torque = Pinion bearing preload torque + Side bearing preload torque

 If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.

Adjust the pinion bearing preload first, then adjust the side bearing preload.



When the preload torque is large

On pinion bearings: Replace the collapsible spacer.

On side bearings: Use thinner side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

When the preload is small

On pinion bearings: Tighten the drive pinion lock nut.

On side bearings: Use thicker side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

SIDE BEARING PRELOAD

Before inspection and adjustment, drain gear oil.

Remove rear cover. Refer to <u>DLN-260, "2WD (M/T): Disassembly"</u>.

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

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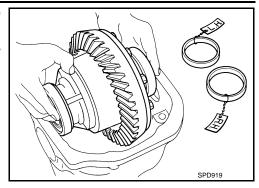
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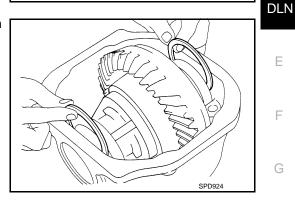
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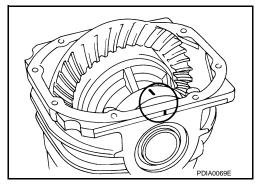
- Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- 3. Place the differential case, with side bearings and bearing races installed, into gear carrier.



Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.



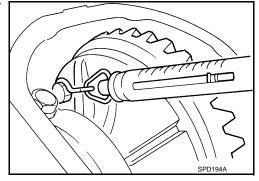
- Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
- 6. Turn the carrier several times to seat the bearings.



Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

Specification

: 34.2 - 39.2 N (3.5 - 4.0 kg)7.7 – 8.8 lb) of pulling force at the drive gear bolt

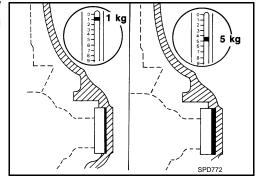


8. If the turning torque is outside the specification, use a thicker/ thinner side bearing adjusting washer to adjust. For selecting adjusting washer, refer to the latest parts information.

> If the turning torque is less than the specified range: Use a thicker adjusting washer.

> If the turning torque is greater than the specification: Use a thinner adjusting washer.

CAUTION:



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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

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Select a side bearing adjusting washer for right and left individually.

9. Record the total amount of washer thickness required for the correct carrier side bearing preload.

DRIVE GEAR RUNOUT

- 1. Remove rear cover. Refer to <u>DLN-260, "2WD (M/T): Disassembly"</u>.
- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout

: Refer to <u>DLN-321, "Drive</u> Gear Runout".

 If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

CAUTION:

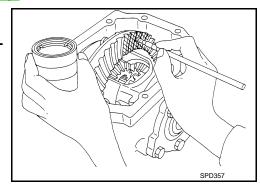
Replace drive gear and drive pinion gear as a set.

TOOTH CONTACT

- Before inspection and adjustment, drain gear oil.
- 1. Remove rear cover. Refer to DLN-260, "2WD (M/T): Disassembly".
- 2. Apply red lead to drive gear.

CAUTION:

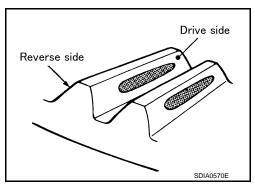
Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.



3. Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

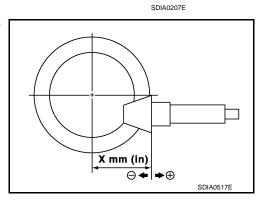
Check tooth contact on drive side and reverse side.



[REAR FINAL DRIVE: R200V]

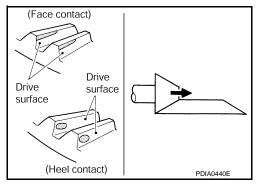
Tooth contact condition			Pinion height adjusting washer selection valve		Adjustment	Possible cause	
Drive side		Back side		[mm (in)]		(Yes/No)	rossible cause
Heel side	Toe side	Toe side	Heel side		+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
		(minimum)	$\overline{}$	Thicker	+0.06 (+0.0024)	Yes	Occurrence of noise when accelerating.
744					+0.03 (+0.0012)	No	-
					0		
7300					-0.03 (-0.0012)		
***	>			Thinner	-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
	···		<u>`</u>		-0.09 (-0.0035)		Occurrence of noise and scoring sound in all speed ranges.

4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height (dimension X).



• If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

For selecting adjusting washer, refer to the latest parts information.



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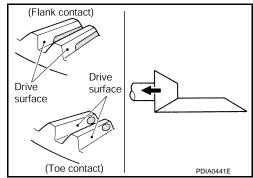
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< UNIT DISASSEMBLY AND ASSEMBLY >

• If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.

For selecting adjusting washer, refer to the latest parts information.



[REAR FINAL DRIVE: R200V]

BACKLASH

- Before inspection and adjustment, drain gear oil.
- 1. Remove rear cover. Refer to DLN-260, "2WD (M/T): Disassembly".
- Fit a dial indicator to the drive gear face to measure the backlash.

Backlash : Refer to <u>DLN-321, "Backlash".</u>

• If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.



Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount. For selecting adjusting washer, refer to the latest parts information.

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

Never change the total amount of washers as it changes the bearing preload.

2WD (M/T): Inspection After Disassembly

DRIVE GEAR AND DRIVE PINION

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- · Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

Revision: 2013 February



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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

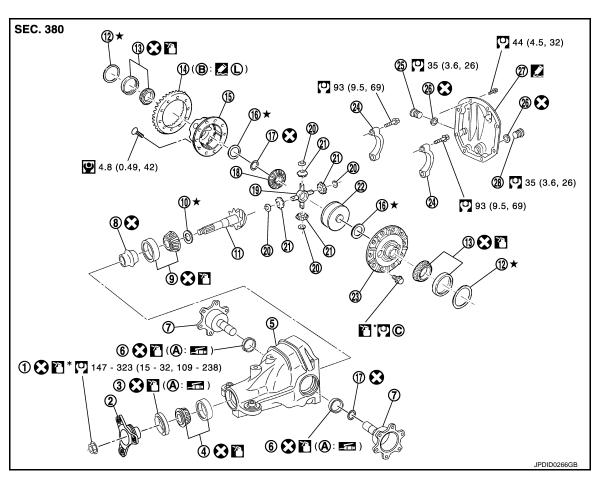
COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

2WD (A/T)

2WD (A/T): Exploded View





- Drive pinion lock nut
- Pinion front bearing 4.
- 7. Side flange
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear thrust washer
- 19. Pinion mate shaft
- 22. Viscous coupling
- 25. Filler plug
- 28. Drain plug
- Oil seal lip

- Companion flange 2.
- Gear carrier
- 8. Collapsible spacer
- Drive pinion
- Drive gear
- 17. Circular clip
- 20. Pinion mate thrust washer
- 23. Differential case A
- Gasket 26.
- B. Screw hole

- Front oil seal 3.
- 6. Side oil seal
- 9. Pinion rear bearing
- 12. Side bearing adjusting washer
- Differential case B
- 18. Side gear
- 21. Pinion mate gear
- 24. Bearing cap
- 27. Rear cover
- Comply with the assembly procedure when tightening. Refer to DLN-275, "2WD (A/T): Assembly".

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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

Apply gear oil.

*: Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

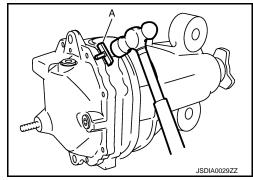
Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

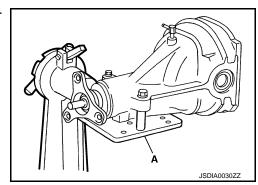
2WD (A/T): Disassembly

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- 1. Drain gear oil, if necessary.
- 2. Remove side flange.
- 3. Remove rear cover mounting bolts.
- Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover. CAUTION:
 - Never damage the mating surface.
 - Never insert flat-bladed screwdriver, this may damage the mating surface.



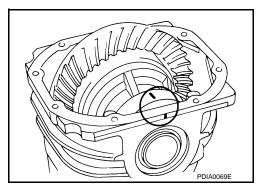
5. Using two 45 mm (1.77 in) spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



6. For proper reinstallation, paint matching marks on one side of the bearing cap.

CAUTION:

- For matching marks, use paint. Never damage bearing caps and gear carrier.
- Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

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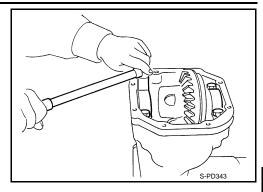
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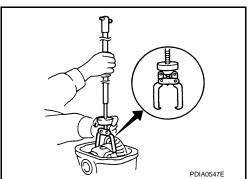
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7. Remove bearing caps.

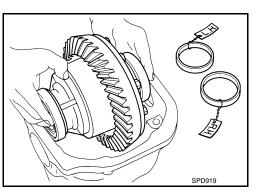


8. Lift differential case assembly out with a sliding hammer (commercial service tool).



• Keep side bearing outer races together with inner race. Do not mix them up.

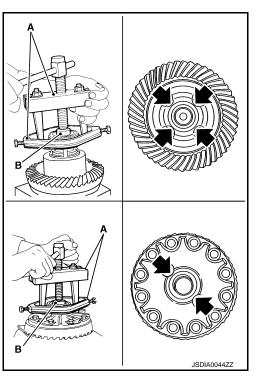
Also, keep side bearing adjusting washers together with bearings.



> A: Puller [SST: ST33051001 (J-22888-20)] B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except when it is replaced.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

10. For proper reinstallation, paint matching marks on one differential case assembly.

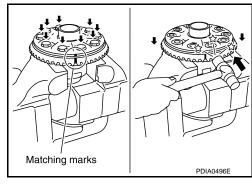
CAUTION:

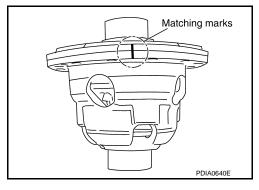
For matching marks, use paint. Never damage differential case and drive gear.

- 11. Remove drive gear mounting bolts.
- 12. Tap drive gear off differential case assembly with a soft hammer. **CAUTION:**

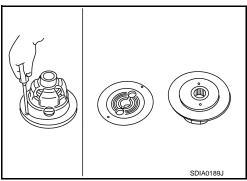
Tap evenly all around to keep drive gear from bending.

13. Put matching marks with paint.

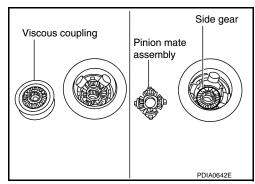




14. Loosen screws on differential cases A and B.



15. Separate differential case A and B, then remove viscous coupling, pinion mate gear, pinion mate thrust washer, side gear, pinion mate shaft, circular clip and side gear thrust washer from differential cases.



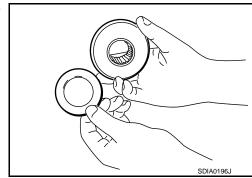
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

2WD (A/T): Assembly

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 Install side gear thrust washer with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gear.



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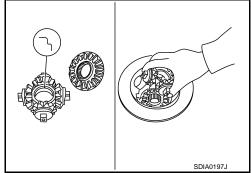
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Install side gear and thrust washer into differential case B. CAUTION:

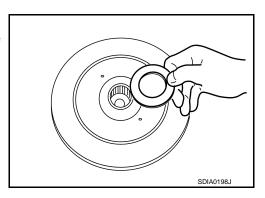
Make sure that the circular clip is installed to side gear.

3. Install pinion mate assembly (pinion mate shaft, pinion mate gears and pinion mate thrust washers) into differential case B. CAUTION:

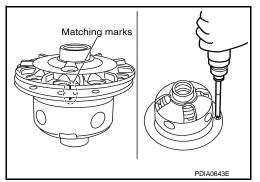
Install the pinion mate shaft groove side to side gear.



- 4. Install viscous coupling into differential case B.
- 5. Install side gear thrust washer with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the viscous coupling.



Align the matching marks and install differential case A into differential case B.



- 7. Measure side gear end play. If necessary, select the appropriate side gear thrust washer.
- a. Place differential assembly so that right side gear is on the upper side.

< UNIT DISASSEMBLY AND ASSEMBLY >

Measure the clearance between right side gear back and differential case using feeler gauge, while rotating right side gear with a suitable tool attached to splines.

Side gear back clearance

: Refer to <u>DLN-321, "Differential Side Gear Clearance".</u>

CAUTION:

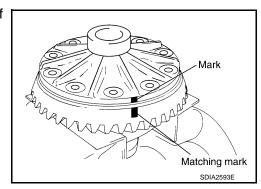
- Never place feeler gauge at groove side of differential case.
- To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.
- c. If the back clearance is outside the specification, use a thicker/thinner side gear thrust washer to adjust. For selecting thrust washer, refer to the latest parts information.

is large: er.

is small: er.

CAUTION:

- Adjust the clearance with the left side gear thrust washer only.
- Only one side gear thrust washer can be selected.
- 8. Align the matching mark of differential case with the mark of drive gear, then place drive gear.



[REAR FINAL DRIVE: R200V]

Groove

Tool

Feeler gauge with the same thickness

Apply thread locking sealant into the thread hole of drive gear.
 Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22. "Recommended Chemical Products and Sealants".

CAUTION:

Clean and degrease drive gear back and threaded holes sufficiently.

10. Install the drive gear to differential case.

CAUTION:

Align the matching marks of differential case and drive gear.

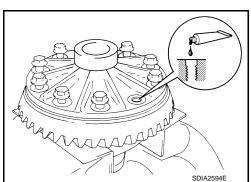
11. Tighten the mounting bolts with the following procedure. **CAUTION:**

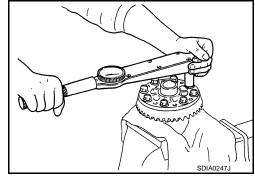
Apply anti-corrosin oil to the thread and seat of mounting bolts.

a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 N•m (8.0 kg-m, 58 ft-lb) bolts tightening torque

Tighten the bolts additionally at the specified angle.





[REAR FINAL DRIVE: R200V]

Drive gear mounting bolts tightening angle

: 31 to 36 degree

CAUTION:

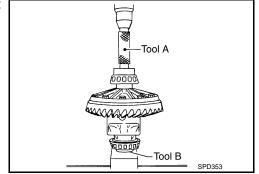
Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

12. Press side bearing inner races to differential case, using the drift (A) and the base (B).

A: Drift [SST: KV38100300 (J-25523)]
B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

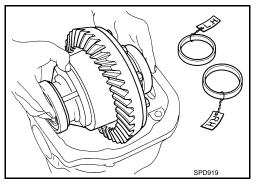
Never reuse side bearing inner race.

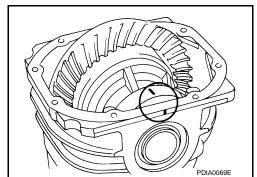


 Set bearing outer races to differential case assembly, and install it with removed side bearing adjusting washer or same thickness washer into gear carrier.

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to <u>DLN-278</u>, "2WD (A/T): Adjustment".
- 15. Align matching marks on bearing cap with that on gear carrier.
- 16. Install bearing caps and tighten bearing cap mounting bolts.



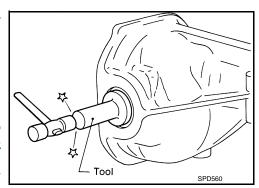


17. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.

CAUTION:

- Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 18. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to <u>DLN-278</u>, "2WD (A/T): Adjustment".

Recheck above items. Readjust the above description, if necessary.



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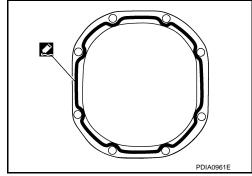
< UNIT DISASSEMBLY AND ASSEMBLY >

19. Apply sealant to mating surface of rear cover. Use Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

20. Install rear cover on gear carrier and tighten mounting bolts.



- 21. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil
- b. After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the pro-
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

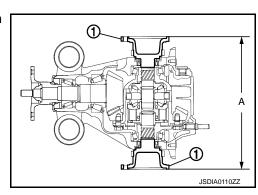
NOTE:

When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.

Standard

: 326 – 328 mm (12.83 – 12.91 in)



Side oil seal

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2WD (A/T) : Adjustment

TOTAL PRELOAD TORQUE

- Before inspection and adjustment, drain gear oil.
- 1. Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- Remove side flanges.
- 3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- 4. Rotate drive pinion at least 20 times to check for smooth operation of the bearing.
- Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Total preload torque

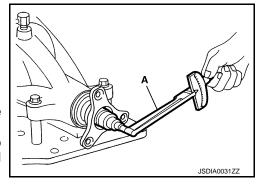
: Refer to DLN-321, "Preload Torque".

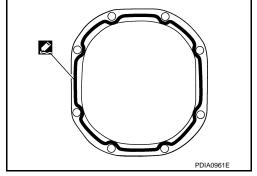
NOTE:

Total preload torque = Pinion bearing preload torque + Side bearing preload torque

• If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.

Adjust the pinion bearing preload first, then adjust the side bearing preload.





Side flange

Tool

[REAR FINAL DRIVE: R200V]

[REAR FINAL DRIVE: R200V]

When the preload torque is large

On pinion bearings: Replace the collapsible spacer.

On side bearings: Use thinner side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

When the preload is small

On pinion bearings: Tighten the drive pinion lock nut.

On side bearings: Use thicker side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

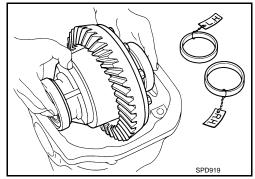
SIDE BEARING PRELOAD

· Before inspection and adjustment, drain gear oil.

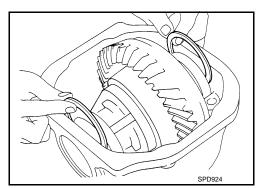
Remove rear cover. Refer to DLN-272, "2WD (A/T): Disassembly".

2. Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.

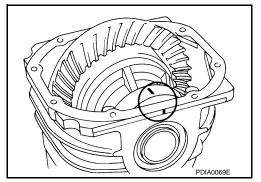
3. Place the differential case, with side bearings and bearing races installed, into gear carrier.



4. Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.



- 5. Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
- 6. Turn the carrier several times to seat the bearings.



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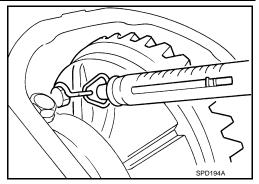
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< UNIT DISASSEMBLY AND ASSEMBLY >

Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST:

Specification

: 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force at the drive gear bolt



[REAR FINAL DRIVE: R200V]

If the turning torque is outside the specification, use a thicker/ thinner side bearing adjusting washer to adjust. For selecting adjusting washer, refer to the latest parts information.

> If the turning torque is less than the specified range: Use a thicker adjusting washer.

> If the turning torque is greater than the specification: Use a thinner adjusting washer.



Select a side bearing adjusting washer for right and left individually.

Record the total amount of washer thickness required for the correct carrier side bearing preload.

DRIVE GEAR RUNOUT

- 1. Remove rear cover. Refer to DLN-272, "2WD (A/T): Disassembly".
- 2. Fit a dial indicator to the drive gear back face.
- Rotate the drive gear to measure runout.

: Refer to DLN-321, "Drive **Drive gear runout** Gear Runout".

• If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

CAUTION:

Replace drive gear and drive pinion gear as a set.

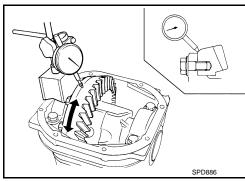
TOOTH CONTACT

- Before inspection and adjustment, drain gear oil.
- 1. Remove rear cover. Refer to DLN-272, "2WD (A/T): Disassembly".
- 2. Apply red lead to drive gear.

CAUTION:

Revision: 2013 February

Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.





2012 G Coupe

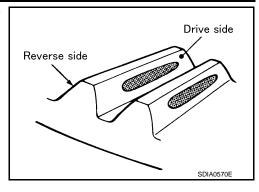
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

Check tooth contact on drive side and reverse side.



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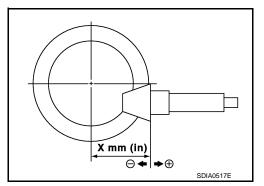
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Tooth contact condition			Pinion height adjusting washer selection valve		Adjustment	Possible cause
Drive si	de	Back side	wasner seie	[mm (in)]	(Yes/No)	Possible cause
Heel side	Toe side	Toe side Heel side		+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
			Thicker	+0.06 (+0.0024)		Occurrence of noise when accelerating.
79999				+0.03 (+0.0012)	No	-
				0		
				-0.03 (-0.0012)		
***	>>		Thinner	-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
	*****			-0.09 (-0.0035)		Occurrence of noise and scoring sound in all speed ranges.

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4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height (dimension X).



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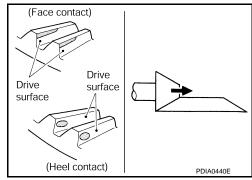
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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V] • If the tooth contact is near the face (face contact), or near the

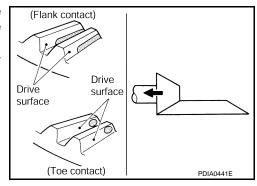
heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

For selecting adjusting washer, refer to the latest parts information.



• If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.

For selecting adjusting washer, refer to the latest parts information.



BACKLASH

- Before inspection and adjustment, drain gear oil.
- Remove rear cover. Refer to <u>DLN-272</u>, "2WD (A/T): <u>Disassembly"</u>.
- Fit a dial indicator to the drive gear face to measure the backlash.

Backlash

: Refer to DLN-321, "Back-

• If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.



Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount. For selecting adjusting washer, refer to the latest parts information.

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount. For selecting adjusting washer, re-

fer to the latest parts information.

Never change the total amount of washers as it changes the bearing preload.

2WD (A/T): Inspection After Disassembly

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DRIVE GEAR AND DRIVE PINION

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- · If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING



< UNIT DISASSEMBLY AND ASSEMBLY >

- · Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- · Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- · Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

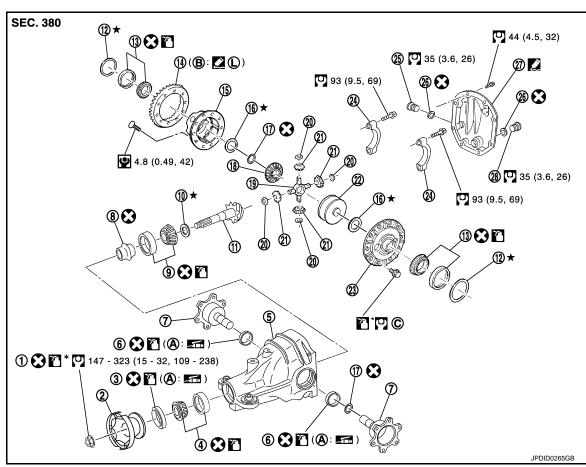
- · Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

AWD

AWD : Exploded View



1. Drive pinion lock nut

Pinion front bearing

- 2. Companion flange
- Front oil seal

5. Gear carrier

6. Side oil seal

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[REAR FINAL DRIVE: R200V]

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Revision: 2013 February

< UNIT DISASSEMBLY AND ASSEMBLY >

UNI	T DISASSEMBLY AND ASSE		[REAR FINAL DRIVE: R200V]		
7.	Side flange	8.	Collapsible spacer	9.	Pinion rear bearing
10.	Pinion height adjusting washer	11.	Drive pinion	12.	Side bearing adjusting washer
13.	Side bearing	14.	Drive gear	15.	Differential case B
16.	Side gear thrust washer	17.	Circular clip	18.	Side gear
19.	Pinion mate shaft	20.	Pinion mate thrust washer	21.	Pinion mate gear
22.	Viscous coupling	23.	Differential case A	24.	Bearing cap
25.	Filler plug	26.	Gasket	27.	Rear cover
28.	Drain plug				
A.	Oil seal lip	B.	Screw hole	C.	Comply with the assembly procedure when tightening. Refer to <u>DLN-287</u> , "AWD : Assembly".

7 Apply gear oil.

₹ Apply anti-corrosion oil.

. Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

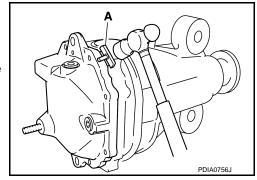
Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products **(**L): and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

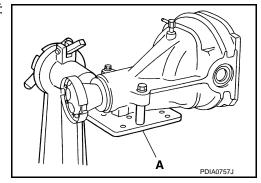
AWD : Disassembly

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- 1. Drain gear oil, if necessary.
- 2. Remove side flange.
- 3. Remove rear cover mounting bolts.
- 4. Remove rear cover to insert the seal cutter (A) [SST: KV10111100 (J-37228)] between gear carrier and rear cover. **CAUTION:**
 - Never damage the mating surface.
 - · Never insert flat-bladed screwdriver, this may damage the mating surface.



Using two spacers, mount carrier on the attachment (A) [SST: KV38100800 (J-25604-01)].



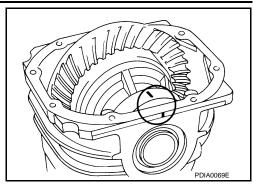
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

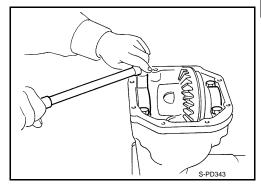
6. For proper reinstallation, paint matching marks on one side of the bearing cap.

CAUTION:

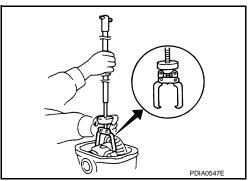
- For matching marks, use paint. Never damage bearing caps and gear carrier.
- Bearing caps are manufactured as integral molding. Use the matching marks to them in their original positions.



7. Remove bearing caps.

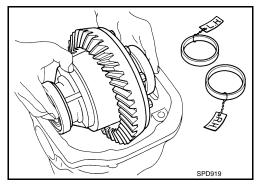


8. Lift differential case assembly out with a sliding hammer (commercial service tool).



• Keep side bearing outer races together with inner race. Do not mix them up.

Also, keep side bearing adjusting washers together with bearings.



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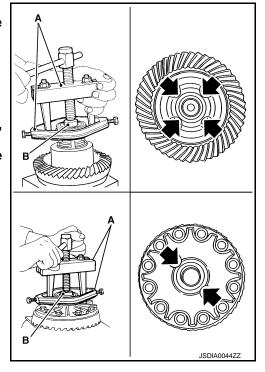
[REAR FINAL DRIVE: R200V]

Remove side bearing inner race with puller (A) and base (B).
 To prevent damage to bearing, engage puller jaws in groove ().

A: Puller [SST: ST33051001 (J-22888-20)] B: Base [SST: ST33061000 (J-8107-2)]

CAUTION:

- To prevent damage to the side bearing and drive gear, place copper plates between these parts and vise.
- It is not necessary to remove side bearing inner race except when it is replaced.



10. For proper reinstallation, paint matching marks on one differential case assembly.

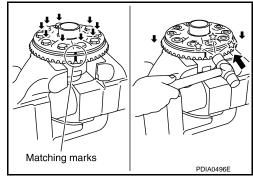
CAUTION:

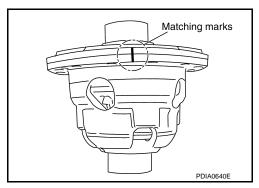
For matching marks, use paint. Never damage differential case and drive gear.

- 11. Remove drive gear mounting bolts.
- 12. Tap drive gear off differential case assembly with a soft hammer. **CAUTION:**

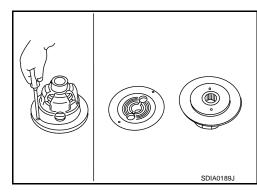
Tap evenly all around to keep drive gear from bending.

13. Put matching marks with paint.





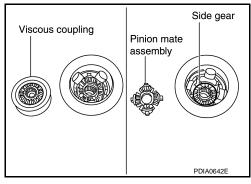
14. Loosen screws on differential cases A and B.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

15. Separate differential case A and B, then remove viscous coupling, pinion mate gear, pinion mate thrust washer, side gear, pinion mate shaft, circular clip and side gear thrust washer from differential cases.



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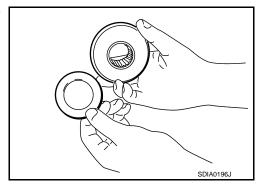
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AWD : Assembly

1. Install side gear thrust washer with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the side gear.

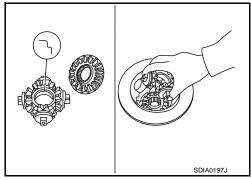


Install side gear and thrust washer into differential case B. CAUTION:

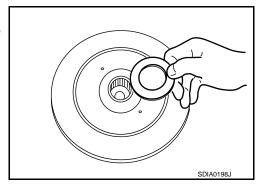
Make sure that the circular clip is installed to side gear.

 Install pinion mate assembly (pinion mate shaft, pinion mate gears and pinion mate thrust washers) into differential case B. CAUTION:

Install the pinion mate shaft groove side to side gear.



- Install viscous coupling into differential case B.
- 5. Install side gear thrust washer with the same thickness as the ones installed prior to disassembly or reinstall the old ones on the viscous coupling.



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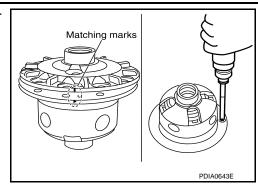
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

Groove

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Align the matching marks and install differential case A into differential case B.



Tool

Feeler gauge with the same thickness

- 7. Measure side gear end play. If necessary, select the appropriate side gear thrust washer.
- a. Place differential assembly so that right side gear is on the upper side.
- b. Measure the clearance between right side gear back and differential case using feeler gauge, while rotating right side gear with a suitable tool attached to splines.

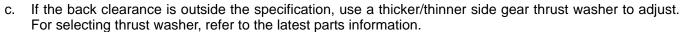
Side gear back clearance

: Refer to <u>DLN-321</u>, "<u>Differential Side Gear Clear-</u>

ance".



- Never place feeler gauge at groove side of differential case.
- To prevent side gear from tilting, insert feeler gauges with the same thickness from both sides.



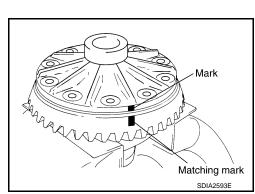
is large: er

When the back clearance Use a thinner thrust wash-

is small: er.

CAUTION:

- Adjust the clearance with the left side gear thrust washer only.
- Only one side gear thrust washer can be selected.
- 8. Align the matching mark of differential case with the mark of drive gear, then place drive gear.



< UNIT DISASSEMBLY AND ASSEMBLY >

Apply thread locking sealant into the thread hole of drive gear. Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

CAUTION:

Clean and degrease drive gear back and threaded holes sufficiently.

10. Install the drive gear to differential case.

CAUTION:

Align the matching marks of differential case and drive gear.

11. Tighten the mounting bolts with the following procedure. **CAUTION:**

Apply anti-corrosin oil to the thread and seat of mounting bolts.

a. Tighten the bolts in a crisscross fashion to the specified torque.

Drive gear mounting : 78.5 Nem (8.0 kg-m, 58 ft-lb) bolts tightening torque

Tighten the bolts additionally at the specified angle.

Drive gear mounting : 31 to 36 degree bolts tightening angle

CAUTION:

Check the tightening angle using the angle wrench [SST: KV10112100 (BT-8653-A)]. Never make judgment by visual inspection.

12. Press side bearing inner races to differential case, using the drift and the base.

> : Drift [SST: KV38100300 (J-25523)] : Base [SST: ST330610000 (J-8107-2)]

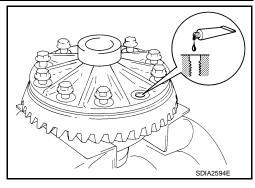
CAUTION:

Never reuse side bearing inner race.

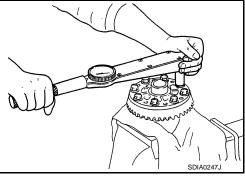
13. Set bearing outer races to differential case assembly, and install it with removed side bearing adjusting washer or same thickness washer into gear carrier.

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back
- 14. Measure side bearing preload. If necessary, select the appropriate side bearing adjusting washers. Refer to DLN-291, "AWD: Adjustment".



[REAR FINAL DRIVE: R200V]



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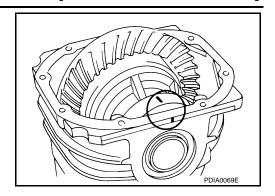
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Tool A

Tool B

- 15. Align matching marks on bearing cap with that on gear carrier.
- 16. Install bearing caps and tighten bearing cap mounting bolts.

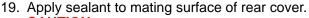


17. Using the drift [SST: KV38100200 (J-26233)], drive side oil seals until it becomes flush with the case end.

CAUTION:

- · Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.
- 18. Check and adjust drive gear runout, tooth contact, drive gear to drive pinion backlash, and total preload torque. Refer to <u>DLN-291</u>, "AWD: Adjustment".

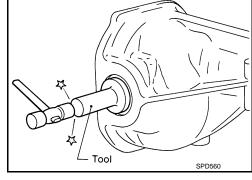
Recheck above items. Readjust the above description, if necessary.

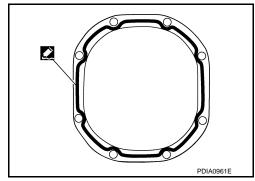


CAUTION:

Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.

20. Install rear cover on gear carrier and tighten mounting bolts.





- 21. Install side flange with the following procedure.
- a. Attach the protector [SST: KV38107900 (J-39352)] to side oil seal
- After the side flange is inserted and the serrated part of side gear has engaged the serrated part of flange, remove the protector.
- c. Put a suitable drift on the center of side flange, then drive it until sound changes.

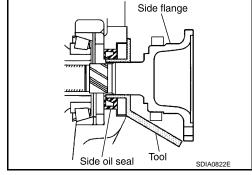
NOTE:

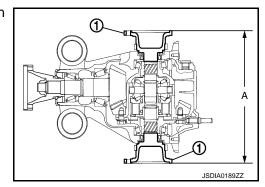
When installation is completed, driving sound of the side flange turns into a sound that seems to affect the whole final drive.

d. Confirm that the dimension of the side flange (1) installation measurement (A) in the figure comes into the following.



A : 326 – 328 mm (12.83 – 12.91 in)





< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

TOTAL PRELOAD TORQUE

- Before inspection and adjustment, drain gear oil.
- Secure final drive assembly onto an attachment [SST: KV38100800 (J-25604-01)].
- Remove side flanges.

AWD: Adjustment

- 3. Rotate drive pinion back and forth 2 to 3 times to check for unusual noise and rotation malfunction.
- Rotate drive pinion at least 20 times to check for smooth operation of the bearing.

5. Measure total preload with the preload gauge (A) [SST: ST3127S000 (J-25765-A)].

Total preload torque

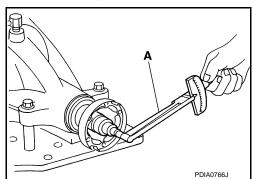
: Refer to DLN-321, "Preload Torque".

NOTE:

Total preload torque = Pinion bearing preload torque + Side bearing preload torque

 If measured value is out of the specification, disassemble it to check and adjust each part. Adjust the pinion bearing preload and side bearing preload.

Adjust the pinion bearing preload first, then adjust the side bearing preload.



When the preload torque is large

On pinion bearings: Replace the collapsible spacer.

Use thinner side bearing adjusting washers by the same amount to On side bearings:

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

When the preload is small

On pinion bearings: Tighten the drive pinion lock nut.

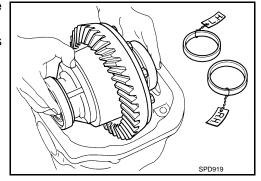
On side bearings: Use thicker side bearing adjusting washers by the same amount to

each side. For selecting adjusting washer, refer to the latest parts in-

formation.

SIDE BEARING PRELOAD

- Before inspection and adjustment, drain gear oil.
- Remove rear cover. Refer to DLN-284, "AWD: Disassembly".
- Make sure all parts are clean. Also, make sure the bearings are well lubricated with gear oil.
- Place the differential case, with side bearings and bearing races installed, into gear carrier.



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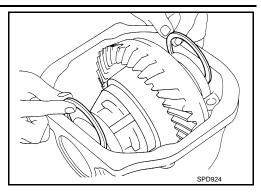
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DLN-291 Revision: 2013 February 2012 G Coupe

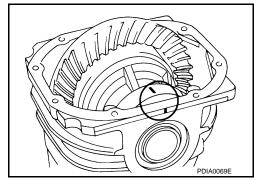
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

4. Insert left and right original side bearing adjusting washers in place between side bearings and gear carrier.



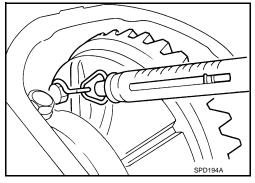
- 5. Install bearing caps in their correct locations and tighten bearing cap mounting bolts.
- 6. Turn the carrier several times to seat the bearings.



7. Measure the turning torque of the carrier at the drive gear mounting bolts with a spring gauge [SST: — (J-8129)].

Specification

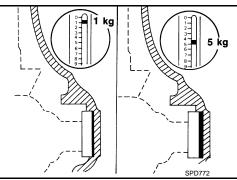
: 34.2 – 39.2 N (3.5 – 4.0 kg, 7.7 – 8.8 lb) of pulling force at the drive gear bolt



8. If the turning torque is outside the specification, use a thicker/ thinner side bearing adjusting washer to adjust. For selecting adjusting washer, refer to the latest parts information.

If the turning torque is less than the specified range: Use a thicker adjusting washer.

If the turning torque is greater than the specification: Use a thinner adjusting washer.



CAUTION:

Select a side bearing adjusting washer for right and left individually.

9. Record the total amount of washer thickness required for the correct carrier side bearing preload.

DRIVE GEAR RUNOUT

1. Remove rear cover. Refer to <u>DLN-284, "AWD : Disassembly"</u>.

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

- 2. Fit a dial indicator to the drive gear back face.
- 3. Rotate the drive gear to measure runout.

Drive gear runout

: Refer to <u>DLN-321, "Drive</u> Gear Runout".

 If the runout is outside of the repair limit, check drive gear assembly condition; foreign material may be caught between drive gear and differential case, or differential case or drive gear may be deformed, etc.

CAUTION:

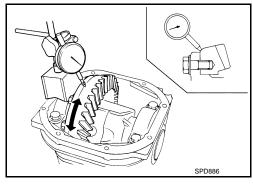
Replace drive gear and drive pinion gear as a set.

TOOTH CONTACT

- Before inspection and adjustment, drain gear oil.
- 1. Remove rear cover. Refer to DLN-284, "AWD: Disassembly".
- 2. Apply red lead to drive gear.

CAUTION:

Apply red lead to both the faces of 3 to 4 gears at 4 locations evenly spaced on drive gear.

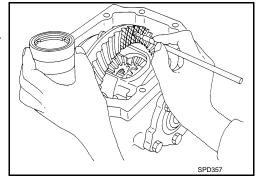


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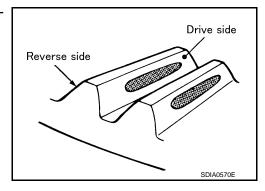
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 Rotate drive gear back and forth several times, check drive pinion gear to drive gear tooth contact.

CAUTION:

Check tooth contact on drive side and reverse side.



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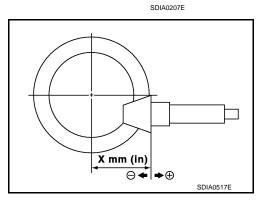
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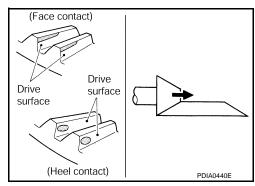
				Pinion height adjusting washer selection valve		Adjustment	Possible cause
Drive side		Back side		[mm (in)]		(Yes/No)	i ossible cause
Heel side	Toe side	Toe side	Heel side		+0.09 (+0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.
		(1)111111111111111111111111111111111111	\neg	Thicker	+0.06 (+0.0024)	165	Occurrence of noise when accelerating.
		(+0.03 (+0.0012)	No	-
	, <u> </u>				0		
					-0.03 (-0.0012)		
***	>>		<u>`</u>	Thinner	-0.06 (-0.0024)	Yes	Occurrence of noise at constant speed and decreasing speed.
	*****		<u>``</u>		-0.09 (-0.0035)	Yes	Occurrence of noise and scoring sound in all speed ranges.

4. If tooth contact is improperly adjusted, follow the procedure below to adjust the pinion height (dimension X).



• If the tooth contact is near the face (face contact), or near the heel (heel contact), thicken pinion height adjusting washers to move drive pinion closer to drive gear.

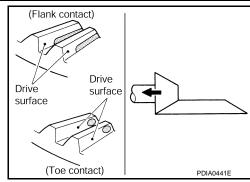
For selecting adjusting washer, refer to the latest parts information.



< UNIT DISASSEMBLY AND ASSEMBLY >

 If the tooth contact is near the flank (flank contact), or near the toe (toe contact), thin pinion height adjusting washers to move drive pinion farther from drive gear.

For selecting adjusting washer, refer to the latest parts information.



[REAR FINAL DRIVE: R200V]

BACKLASH

- Before inspection and adjustment, drain gear oil.
- 1. Remove rear cover. Refer to DLN-284, "AWD : Disassembly".
- Fit a dial indicator to the drive gear face to measure the backlash.

Backlash

: Refer to <u>DLN-321, "Back-lash".</u>

 If the backlash is outside of the specified value, change the thickness of side bearing adjusting washer.

When the backlash is large:

Make drive gear back side adjusting washer thicker, and drive gear tooth side adjusting washer thinner by the same amount. For selecting adjusting washer, refer to the latest parts information.

When the backlash is small:

Make drive gear back side adjusting washer thinner, and drive gear tooth side adjusting washer thicker by the same amount. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

Never change the total amount of washers as it changes the bearing preload.

AWD: Inspection After Disassembly

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- · Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

- · Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

2WD (M/T)

2WD (M/T): Exploded View

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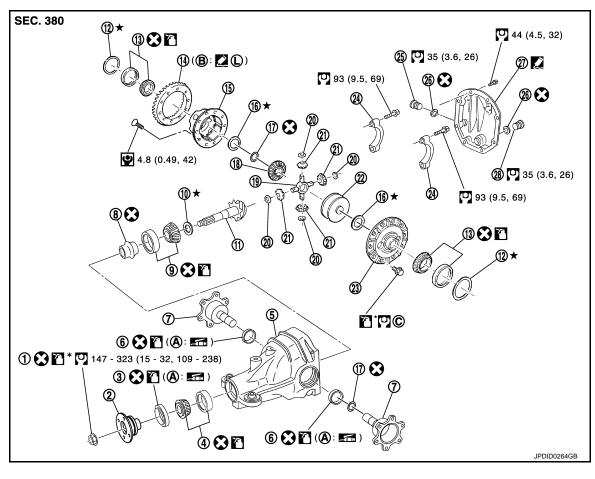
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- 1. Drive pinion lock nut
- 4. Pinion front bearing
- 7. Side flange
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear thrust washer
- 19. Pinion mate shaft
- 22. Viscous coupling
- 25. Filler plug
- 28. Drain plug
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Collapsible spacer
- 11. Drive pinion
- 14. Drive gear
- 17. Circular clip
- 20. Pinion mate thrust washer
- 23. Differential case A
- 26. Gasket
- B. Screw hole

- 3. Front oil seal
- 6. Side oil seal
- 9. Pinion rear bearing
- 12. Side bearing adjusting washer
- 15. Differential case B
- 18. Side gear
- 21. Pinion mate gear
- 24. Bearing cap
- Rear cover
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-</u>262, "2WD (M/T): Assembly".

Apply gear oil.

Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

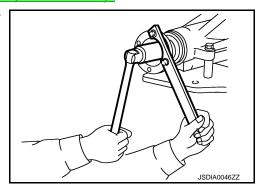
Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

2WD (M/T): Disassembly

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- 1. Remove differential case assembly. Refer to <u>DLN-260, "2WD (M/T): Disassembly"</u>.
- 2. Remove drive pinion lock nut with the flange wrench (commercial service tool).



3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

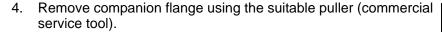
CAUTION:

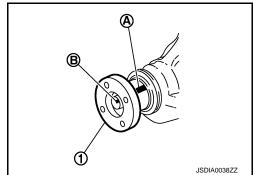
For matching mark, use paint. Never damage companion flange and drive pinion.

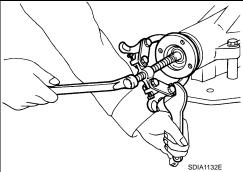
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.



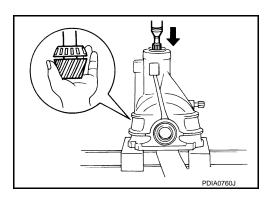




5. Press drive pinion assembly out of gear carrier. **CAUTION:**

Never drop drive pinion assembly.

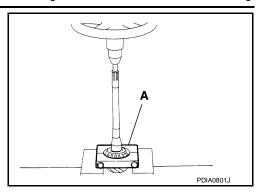
- 6. Remove front oil seal.
- 7. Remove side oil seal.
- 8. Remove pinion front bearing inner race.
- 9. Remove collapsible spacer.



< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

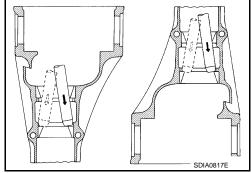
10. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).



11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.



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2WD (M/T): Assembly

 Install front bearing outer race (1) and rear bearing outer race (2) using drifts (A, B and D) and drift bar (C).

A: Drift [SST: ST30720000 (J-25405)]

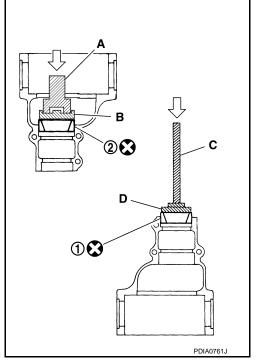
B: Drift [SST: KV40105230 (—)]

C: Drift bar [SST: ST30611000 (J-25742-1)]

D: Drift [SST: ST30613000 (J-25742-3)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse pinion front and rear bearing outer race.



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< UNIT DISASSEMBLY AND ASSEMBLY >

Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

 Select pinion height adjusting washer. Refer to <u>DLN-303</u>, <u>"2WD (M/T) : Adjustment"</u>.

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)

3. Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)].

CAUTION:

Never reuse pinion rear bearing inner race.

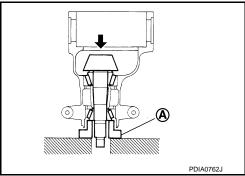
- 4. Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- a. Assemble drive pinion into gear carrier.

CAUTION:

- Never install collapsible spacer at this time.
- Apply gear oil to pinion rear bearing.
- b. Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- c. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



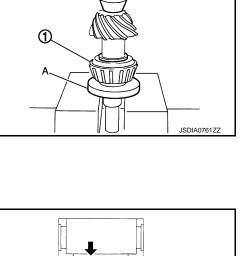
d. Install companion flange.

CAUTION:

Never install front oil seal at this time.

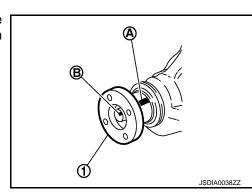
NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



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[REAR FINAL DRIVE: R200V]



< UNIT DISASSEMBLY AND ASSEMBLY >

- e. Temporarily tighten removed drive pinion nut to drive pinion, using flange wrench (commercial service tool).
 - A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : 1.0 - 1.3 N·m (0.11 – 0.13 (without oil seal) kg-m, 9 – 11 in-lb)

CAUTION:

Drive pinion nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten drive pinion nut in 5° to 10° increments.

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to DLN-262, "2WD (M/T): Assembly".

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- i. Install bearing caps.
- j. Check and adjust tooth contact and drive gear to drive pinion backlash. Refer to <u>DLN-266, "2WD (M/T)</u>: Adjustment".
- k. Remove bearing caps and differential case assembly.
- I. Remove companion flange.
- m. Remove drive pinion assembly from gear carrier.

CAUTION:

Never drop the drive pinion assembly.

- n. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

6. Assemble drive pinion into gear carrier.

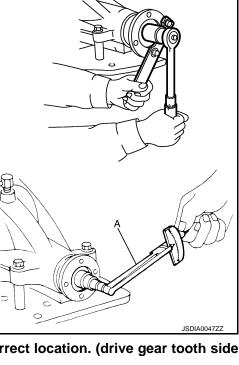
CAUTION:

Apply gear oil to pinion rear bearing.

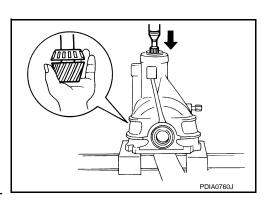
Assemble pinion front bearing inner race to drive pinion assembly.

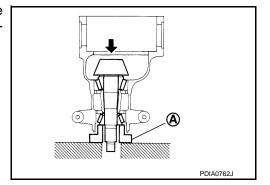
CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- 8. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R200V]





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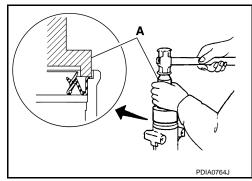
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< UNIT DISASSEMBLY AND ASSEMBLY >

9. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.

CAUTION:

- Never reuse oil seal.
- · When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.

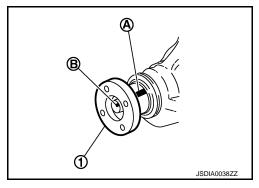


[REAR FINAL DRIVE: R200V]

10. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



11. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

12. Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-321, "Preload Torque".</u>

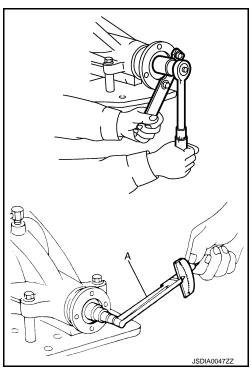
CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- Install differential case assembly. Refer to <u>DLN-262</u>, "2WD (M/T) : <u>Assembly</u>".



Never install rear cover at this time.

- 14. Check and adjust drive gear runout, tooth contact and drive gear to drive pinion backlash, and companion flange runout. Refer to <u>DLN-266, "2WD (M/T) : Adjustment"</u> and <u>DLN-303, "2WD (M/T) : Adjustment"</u>. Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to <u>DLN-266</u>, "2WD (M/T): Adjustment".
- 16. Install rear cover. Refer to DLN-262, "2WD (M/T): Assembly".



2WD (M/T): Adjustment

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PINION GEAR HEIGHT

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.

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Washer selection equation:

$$T = T0 + (t1-t2)$$

T: | **Correct washer thickness**

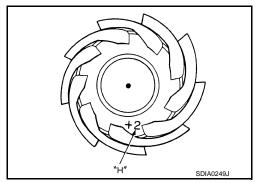
To: Removed washer thickness

t1: Old drive pinion head letter "H × 0.01"

("H": machined tolerance 1/100 mm × 100)

New drive pinion head letter "H × 0.01" t2:

("H": machined tolerance $1/100 \text{ mm} \times 100$)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 +2 t1: -1 t2:

Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm

Used washer... T = 3.21 mm

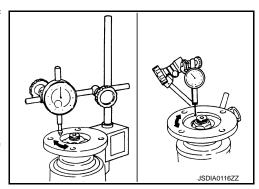
COMPANION FLANGE RUNOUT

- Fit a dial indicator onto the companion flange face (inner side of the propeller shaft mounting bolt holes).
- Rotate companion flange to check for runout.

Companion flange runout

: Refer to DLN-321, "Companion flange Runout [2WD (M/T Models)]".

- 3. Fit a test indicator to the inner side of the companion flange (socket diameter).
- Rotate companion flange to check for runout.



Inner side of companion flange runout

: Refer to DLN-321, "Companion flange Runout [2WD (M/T Models)]".

- 5. If the runout value is outside the runout limit, follow the procedure below to adjust.
- Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.

< UNIT DISASSEMBLY AND ASSEMBLY >

- b. If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.
- If the runout value is still outside of the limit after the check and repair, replace companion flange.

2WD (M/T): Inspection After Disassembly

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[REAR FINAL DRIVE: R200V]

DRIVE GEAR AND DRIVE PINION

- · Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- · Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- · Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- · Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- · Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

- Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

2WD (A/T)

2WD (A/T): Exploded View

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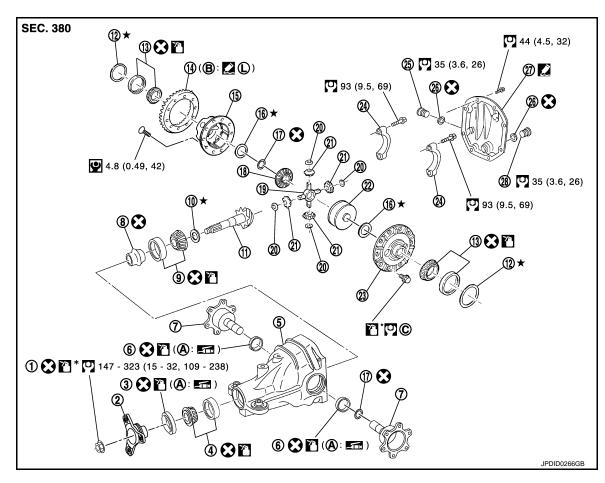
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 Drive 	pinion	lock nut
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- 4. Pinion front bearing
- 7. Side flange
- 10. Pinion height adjusting washer
- 13. Side bearing
- 16. Side gear thrust washer
- 19. Pinion mate shaft
- 22. Viscous coupling
- 25. Filler plug
- 28. Drain plug
- A. Oil seal lip

- 2. Companion flange
- 5. Gear carrier
- 8. Collapsible spacer
- 11. Drive pinion
- 14. Drive gear
- 17. Circular clip
- 17. Circulal clip
- 20. Pinion mate thrust washer
- 23. Differential case A
- 26. Gasket
- B. Screw hole

- 3. Front oil seal
- Side oil seal
- 9. Pinion rear bearing
- 12. Side bearing adjusting washer
- 15. Differential case B
- 18. Side gear
- 21. Pinion mate gear
- 24. Bearing cap
- 27. Rear cover
- C. Comply with the assembly procedure when tightening. Refer to <u>DLN-275</u>, "2WD (A/T): Assembly".

Apply gear oil.

Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

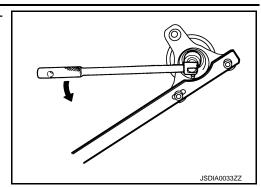
Refer to GI-4, "Components" for symbols not described on the above.

2WD (A/T): Disassembly

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Remove differential case assembly. Refer to <u>DLN-272, "2WD (A/T): Disassembly"</u>.

2. Remove drive pinion lock nut with the flange wrench (commercial service tool).



3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

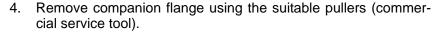
CAUTION:

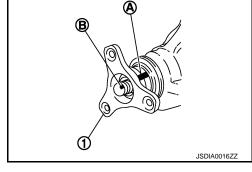
For matching mark, use paint. Never damage companion flange and drive pinion.

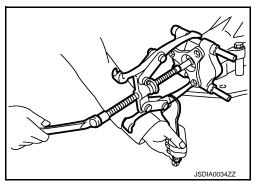
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.





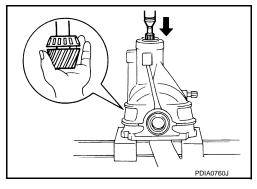


5. Press drive pinion assembly out of gear carrier.

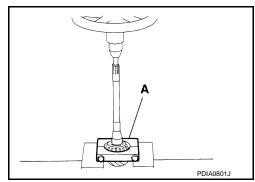
CAUTION:

Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove side oil seal.
- 8. Remove pinion front bearing inner race.
- 9. Remove collapsible spacer.



10. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).



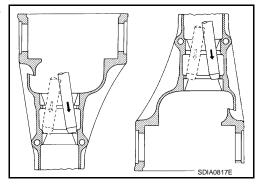
< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.



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2WD (A/T): Assembly

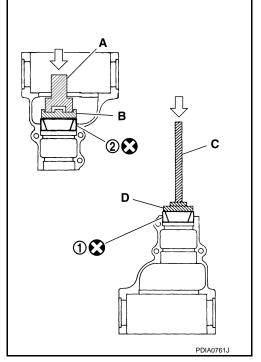
1. Install front bearing outer race (1) and rear bearing outer race (2) using drifts (A, B and D) and drift bar (C).

A: Drift [SST: ST30720000 (J-25405)] B: Drift [SST: KV40105230 ($\,-\,$)] C: Drift bar [SST: ST30611000 (J-25742-1)]

D: Drift [SST: ST30613000 (J-25742-3)]

CAUTION:

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse pinion front and rear bearing outer race.



2. Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

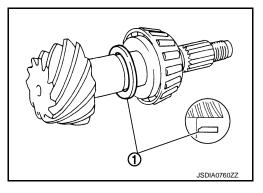
Select pinion height adjusting washer. Refer to <u>DLN-311</u>.
 "2WD (A/T): Adjustment".

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)



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Revision: 2013 February DLN-307 2012 G Coupe

< UNIT DISASSEMBLY AND ASSEMBLY >

3. Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)].

CAUTION:

Never reuse pinion rear bearing inner race.

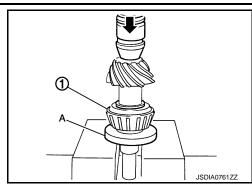
- 4. Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- a. Assemble drive pinion into gear carrier.

CAUTION:

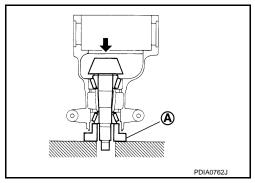
- Never install collapsible spacer at this time.
- Apply gear oil to pinion rear bearing.
- b. Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- c. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R200V]



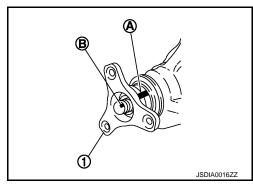
d. Install companion flange.

CAUTION:

Never install front oil seal at this time.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



< UNIT DISASSEMBLY AND ASSEMBLY >

- e. Temporarily tighten removed drive pinion nut to drive pinion, using flange wrench (commercial service tool).
 - A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : 1.0 - 1.3 N·m (0.11 – 0.13 (without oil seal) kg-m, 9 – 11 in-lb)

CAUTION:

Drive pinion nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten drive pinion nut in 5° to 10° increments.

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to DLN-275, "2WD (A/T): Assembly".

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- i. Install bearing caps.
- j. Check and adjust tooth contact and drive gear to drive pinion backlash. Refer to <u>DLN-278, "2WD (A/T) : Adjustment".</u>
- k. Remove bearing caps and differential case assembly.
- I. Remove companion flange.
- m. Remove drive pinion assembly from gear carrier.

CAUTION:

Never drop the drive pinion assembly.

- n. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

6. Assemble drive pinion into gear carrier.

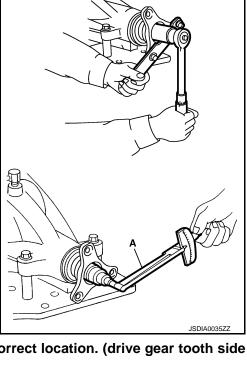
CAUTION:

Apply gear oil to pinion rear bearing.

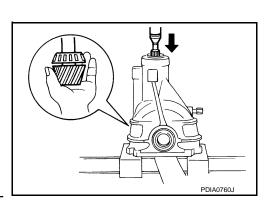
Assemble pinion front bearing inner race to drive pinion assembly.

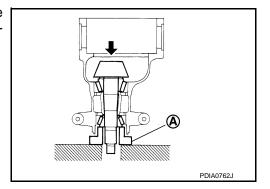
CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.
- 8. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R200V]





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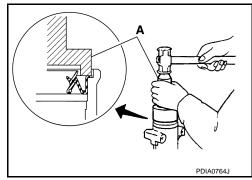
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< UNIT DISASSEMBLY AND ASSEMBLY >

9. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.

CAUTION:

- Never reuse oil seal.
- When installing, never incline oil seal.
- Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.

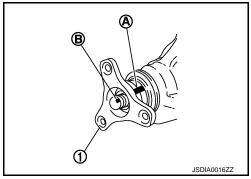


[REAR FINAL DRIVE: R200V]

10. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



11. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

 Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-321, "Preload Torque".</u>

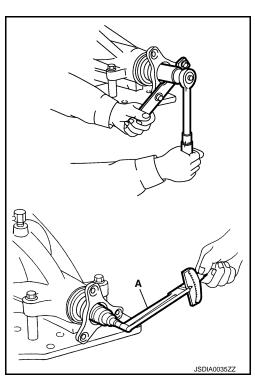
CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- Install differential case assembly. Refer to <u>DLN-275, "2WD (A/T)</u> : <u>Assembly"</u>.



Never install rear cover at this time.

- 14. Check and adjust drive gear runout, tooth contact and drive gear to drive pinion backlash, and companion flange runout. Refer to <u>DLN-278</u>, "2WD (A/T): Adjustment" and <u>DLN-311</u>, "2WD (A/T): Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to DLN-278, "2WD (A/T): Adjustment".
- 16. Install rear cover. Refer to DLN-275, "2WD (A/T): Assembly".



2WD (A/T) : Adjustment

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PINION GEAR HEIGHT

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.



$$T = T_0 + (t_1 - t_2)$$

T: Correct washer thickness

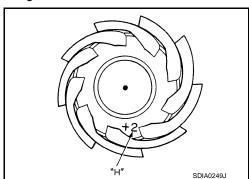
To: Removed washer thickness

t1: Old drive pinion head letter " $H \times 0.01$ "

("H": machined tolerance 1/100 mm × 100)

t2: New drive pinion head letter " $H \times 0.01$ "

("H": machined tolerance $1/100 \text{ mm} \times 100$)



Example:

$$T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$$

To: 3.21 t1: +2 t2: -1

2. Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm

Used washer... T = 3.21 mm

DRIVE PINION RUNOUT

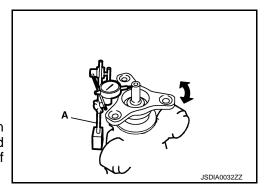
1. Set a dial indicator (A) vertically to the tip of the drive pinion.

2. Rotate drive pinion to check for runout.

Drive pinion runout

: Refer to <u>DLN-322</u>, "<u>Drive</u> <u>Pinion Runout [2WD (A/T Models)]</u>".

 If the runout value is outside of the limit, possible causes are an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.



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DRIVE GEAR AND DRIVE PINION

2WD (A/T): Inspection After Disassembly

· Clean up the disassembled parts.

- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

Clean up the disassembled parts.

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• If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- · Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

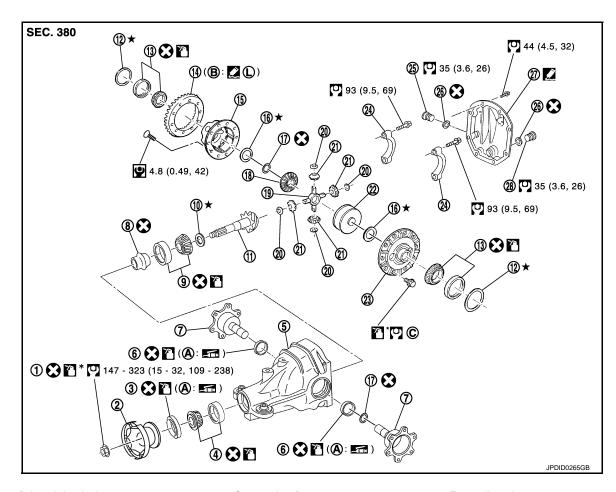
COMPANION FLANGE

- · Clean up the disassembled parts.
- If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

AWD

AWD: Exploded View

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- Drive pinion lock nut
- 4. Pinion front bearing
- 7. Side flange

- 2. Companion flange
- Gear carrier
- Collapsible spacer
- Front oil seal
- 6. Side oil seal
- Pinion rear bearing

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< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

287, "AWD: Assembly".

10.	Pinion height adjusting washer	11.	Drive pinion	12.	Side bearing adjusting washer
13.	Side bearing	14.	Drive gear	15.	Differential case B
16.	Side gear thrust washer	17.	Circular clip	18.	Side gear
19.	Pinion mate shaft	20.	Pinion mate thrust washer	21.	Pinion mate gear
22.	Viscous coupling	23.	Differential case A	24.	Bearing cap
25.	Filler plug	26.	Gasket	27.	Rear cover
28.	Drain plug				
A.	Oil seal lip	B.	Screw hole	C.	Comply with the assembly procedure when tightening. Refer to <u>DLN-</u>

Apply gear oil.

Apply anti-corrosion oil.

Apply Genuine Silicone RTV or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

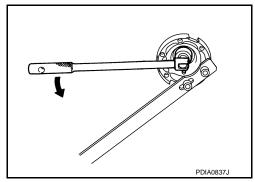
Apply Genuine High Strength Thread Locking Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

Refer to GI-4, "Components" for symbols not described on the above.

AWD : Disassembly

Remove differential case assembly. Refer to <u>DLN-284, "AWD: Disassembly"</u>.

Remove drive pinion lock nut with the flange wrench (commercial service tool).



3. Put matching mark (B) on the end of drive pinion. The matching mark should be in line with the matching mark (A) on companion flange (1).

CAUTION:

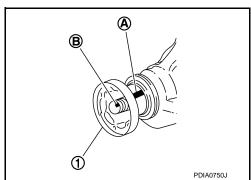
For matching mark, use paint. Never damage companion flange and drive pinion.

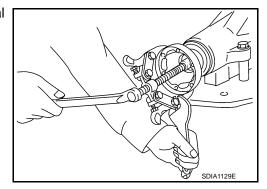
NOTE:

The matching mark on the final drive companion flange indicates the maximum vertical runout position.

When replacing companion flange, matching mark is not necessary.

4. Remove companion flange using the suitable puller (commercial service tool).





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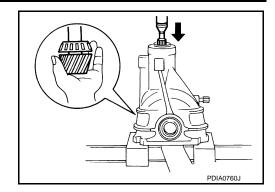
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< UNIT DISASSEMBLY AND ASSEMBLY >

Press drive pinion assembly out of gear carrier. CAUTION:

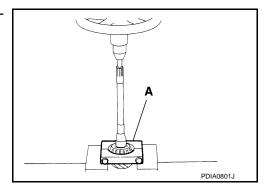
Never drop drive pinion assembly.

- 6. Remove front oil seal.
- 7. Remove side oil seal.
- 8. Remove pinion front bearing inner race.
- 9. Remove collapsible spacer.



[REAR FINAL DRIVE: R200V]

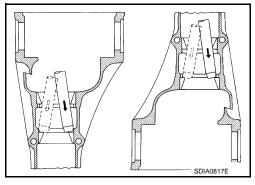
10. Remove pinion rear bearing inner race and pinion height adjusting washer with the replacer (A) (commercial service tool).



11. Tap pinion front/rear bearing outer races uniformly using a brass rod or equivalent to remove them.

CAUTION:

Never damage gear carrier.



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 Install front bearing outer race (1) and rear bearing outer race (2) using drifts (A, B and D) and drift bar (C).

A: Drift [SST: ST30720000 (J-25405)]

B: Drift [SST: KV40105230 (—)]

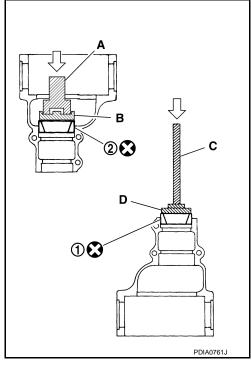
C: Drift bar [SST: ST30611000 (J-25742-1)]

D: Drift [SST: ST30613000 (J-25742-3)]

CAUTION:

AWD: Assembly

- At first, using a hammer, tap bearing outer race until it becomes flat to gear carrier.
- Never reuse pinion front and rear bearing outer race.



2. Temporarily install pinion height adjusting washer (1).

When hypoid gear set has been replaced

 Select pinion height adjusting washer. Refer to <u>DLN-318</u>. "AWD: Adjustment".

When hypoid gear set has been reused

 Temporarily install the removed pinion height adjusting washer or same thickness washer to drive pinion.

CAUTION:

Pay attention to the direction of pinion height adjusting washer. (Assemble as shown in the figure.)

3. Install pinion rear bearing inner race (1) to drive pinion with the drift (A) [SST: ST30901000 (J-26010-01)].

CAUTION:

Never reuse pinion rear bearing inner race.

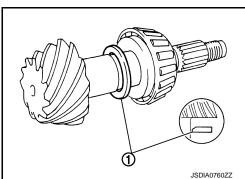
- 4. Check and adjust the tooth contact and back lash of drive gear and drive pinion following the procedure below.
- a. Assemble drive pinion into gear carrier.

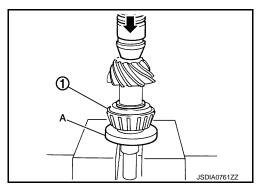
CAUTION:

- Never install collapsible spacer at this time.
- Apply gear oil to pinion rear bearing.
- Assemble pinion front bearing inner race to drive pinion assembly.

CAUTION:

- Never reuse pinion front bearing inner race.
- Apply gear oil to pinion front bearing.





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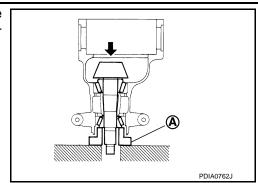
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< UNIT DISASSEMBLY AND ASSEMBLY >

Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



[REAR FINAL DRIVE: R200V]

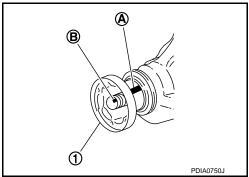
d. Install companion flange.

CAUTION:

Never install front oil seal at this time.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



- e. Temporarily tighten removed drive pinion nut to drive pinion, using flange wrench (commercial service tool).
 - A : Preload gauge [SST: ST3127S000 (J-25765-A)]

NOTE:

Use removed drive pinion nut only for the preload measurement.

- f. Rotate drive pinion more than 20 times to adjust bearing.
- g. Tighten to drive pinion lock nut using flange wrench (commercial service tool), while adjusting pinion bearing preload torque using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : 1.0 - 1.3 N·m (0.11 – 0.13 (without oil seal) kg-m, 9 – 11 in-lb)

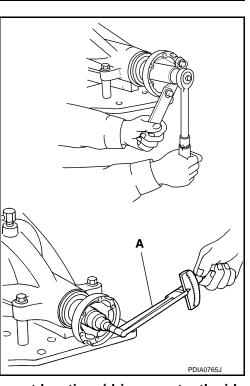
CAUTION:

Drive pinion nut is tightened with no collapsible spacer. Be careful not to overtighten it. While measuring the preload, tighten drive pinion nut in 5° to 10° increments.

h. Assemble removed drive side bearing adjusting washer or same thickness of it and install differential case assembly. Refer to DLN-287, "AWD: Assembly".

CAUTION:

- Apply differential gear oil to the side bearings.
- Install side bearing and side bearing adjusting washer in correct location. (drive gear tooth side or drive gear back side)
- Install bearing caps.
- j. Check and adjust tooth contact and drive gear to drive pinion backlash. Refer to <u>DLN-291, "AWD : Adjust-ment"</u>.
- k. Remove bearing caps and differential case assembly.
- I. Remove companion flange.



< UNIT DISASSEMBLY AND ASSEMBLY >

Remove drive pinion assembly from gear carrier.

CAUTION:

Never drop the drive pinion assembly.

- n. Remove pinion front bearing inner race.
- 5. Assemble collapsible spacer.

CAUTION:

Never reuse collapsible spacer.

6. Assemble drive pinion into gear carrier.

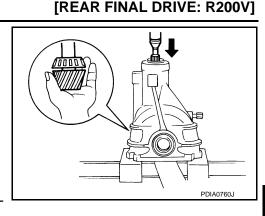
CAUTION:

Apply gear oil to pinion rear bearing.

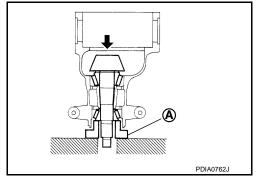
7. Assemble pinion front bearing inner race to drive pinion assem-

CAUTION:

- Never reuse pinion front bearing inner race.
- · Apply gear oil to pinion front bearing.
- 8. Using suitable spacer (A) (commercial service tool), press the pinion front bearing inner race to drive pinion as far as drive pinion nut can be tightened.



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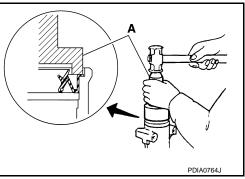
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9. Using the drift (A) [SST: ST30720000 (J-25405)], install front oil seal as shown in figure.

CAUTION:

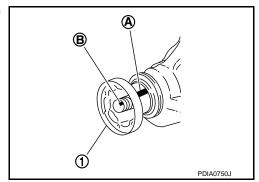
- Never reuse oil seal.
- · When installing, never incline oil seal.
- · Apply multi-purpose grease onto oil seal lips, and gear oil onto the circumference of oil seal.



10. Install companion flange.

NOTE:

When reusing drive pinion, align the matching mark (B) of drive pinion with the matching mark (A) of companion flange, and then install companion flange (1).



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< UNIT DISASSEMBLY AND ASSEMBLY >

11. Apply anti-corrosion oil to the thread and seat of drive pinion lock nut, and temporarily tighten drive pinion lock nut to drive pinion, using flange wrench (commercial service tool).

A : Preload gauge [SST: ST3127S000 (J-25765-A)]

CAUTION:

Never reuse drive pinion lock nut.

12. Adjust to the drive pinion lock nut tightening torque and pinion bearing preload torque, using preload gauge [SST: ST3127S000 (J-25765-A)].

Pinion bearing preload : Refer to <u>DLN-321, "Preload Torque".</u>

CAUTION:

- Adjust to the lower limit of the drive pinion lock nut tightening torque first.
- If the preload torque exceeds the specified value, replace collapsible spacer and tighten it again to adjust. Never loosen drive pinion lock nut to adjust the preload torque.
- After adjustment, rotate drive pinion back and forth 2 to 3 times to check for unusual noise, rotation malfunction, and other malfunctions.
- Install differential case assembly. Refer to <u>DLN-287, "AWD : Assembly"</u>.



Never install rear cover at this time.

- 14. Check and adjust drive gear runout, tooth contact and drive gear to drive pinion backlash, and companion flange runout. Refer to <u>DLN-291</u>, "AWD : Adjustment" and <u>DLN-318</u>, "AWD : Adjustment". Recheck above items. Readjust the above description, if necessary.
- 15. Check total preload torque. Refer to DLN-291, "AWD: Adjustment".
- 16. Install rear cover. Refer to DLN-287, "AWD : Assembly".

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PINION GEAR HEIGHT

AWD : Adjustment

If the hypoid gear set has been replaced, select the pinion height adjusting washer.

1. Use the formula below to calculate pinion height adjusting washer thickness.

Washer selection equation:

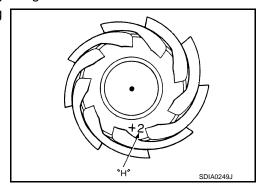
T = T0 + (t1 - t2)

T: Correct washer thickness

To: Removed washer thickness

t1: Old drive pinion head letter " $H \times 0.01$ " ("H": machined tolerance 1/100 mm \times 100)

t2: New drive pinion head letter " $H \times 0.01$ " ("H": machined tolerance 1/100 mm \times 100)



[REAR FINAL DRIVE: R200V]

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Example:

 $T = 3.21 + [(2 \times 0.01) - (-1 \times 0.01)] = 3.24$

To: 3.21 t1: +2 t2: -1

< UNIT DISASSEMBLY AND ASSEMBLY >

[REAR FINAL DRIVE: R200V]

Select the proper pinion height adjusting washer. For selecting adjusting washer, refer to the latest parts information.

CAUTION:

If unable to find a washer of desired thickness, use a washer with thickness closest to the calculated value.

Example:

Calculated value... T = 3.22 mm Used washer... T = 3.21 mm

COMPANION FLANGE RUNOUT

- 1. Fit a test indicator to the inner side of companion flange (socket diameter).
- 2. Rotate companion flange to check for runout.

Inner side of companion flange runout

: Refer to <u>DLN-322</u>, "Companion flange Runout (AWD)".

- If the runout value is outside the runout limit, follow the procedure below to adjust.
- a. Check for runout while changing the phase between companion flange and drive pinion by 90° step, and search for the position where the runout is the minimum.
- b. If the runout value is still outside of the limit after the phase has been changed, possible cause will be an assembly malfunction of drive pinion and pinion bearing and malfunction of pinion bearing. Check for these items and repair if necessary.
- c. If the runout value is still outside of the limit after the check and repair, replace companion flange.

AWD: Inspection After Disassembly

DRIVE GEAR AND DRIVE PINION

- Clean up the disassembled parts.
- If the gear teeth never mesh or line-up correctly, determine the cause and adjust or replace as necessary.
- If the gears are worn, cracked, damaged, pitted or chipped (by friction) noticeably, replace with new drive gear and drive pinion as a set.

BEARING

- Clean up the disassembled parts.
- If any chipped (by friction), pitted, worn, rusted or scratched marks, or unusual noise from the bearing is observed, replace as a bearing assembly (as a new set).

SIDE GEAR AND PINION MATE GEAR

- Clean up the disassembled parts.
- If any cracks or damage on the surface of the tooth is found, replace.
- If any worn or chipped mark on the contact sides of the thrust washer is found, replace.

SIDE GEAR THRUST WASHER AND PINION MATE THRUST WASHER

- Clean up the disassembled parts.
- If it is chipped (by friction), damaged, or unusually worn, replace.

OIL SEAL

- · Whenever disassembled, replace.
- If wear, deterioration of adherence (sealing force lips), or damage is detected on the lips, replace them.

DIFFERENTIAL CASE

- Clean up the disassembled parts.
- If any wear or crack on the contact sides of the differential case is found, replace.

COMPANION FLANGE

Clean up the disassembled parts.

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[REAR FINAL DRIVE: R200V]

• If any chipped mark [about 0.1 mm, (0.004 in)] or other damage on the contact sides of the lips of the companion flange is found, replace.

SERVICE DATA AND SPECIFICATIONS (SDS)

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SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

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[REAR FINAL DRIVE: R200V]

	2WD AWD		
Applied model	VQ37VHR		
	M/T	A	/T
Final drive model		R200V (With LSD)	
Gear ratio	3.692	3.357	
Number of teeth (Drive gear/Drive pinion)	48/13 47/14		
Oil capacity (Approx.) ℓ (US pt, Imp pt)		1.4 (3, 2-1/2)	
Number of pinion gears	4		
Drive pinion adjustment spacer type	Collapsible		

Drive Gear Runout

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Unit: mm (in)

Item	limit
Drive gear back face runout	0.05 (0.0020)

Differential Side Gear Clearance

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	Onit. mm (m)
Item	Standard
Side gear backlash (Clearance between side gear and differential case)	0.15 (0.0059) or less (Each gear should rotate smoothly without excessive resistance during differential motion.)

Preload Torque

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Unit: N·m (kg-m, in-lb)

Item	Standard
Pinion bearing (P1)	2.65 – 3.23 (0.27 – 0.32, 24 – 28)
Side bearing (P2)	0.20 - 0.52 (0.02 - 0.05, 2 - 4)
Side bearing to pinion bearing (Total preload) (Total preload = P1 + P2)	2.85 - 3.75 (0.29 - 0.38, 26 - 33)

Backlash

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Unit: mm (in)

Item	Standard
Drive gear to drive pinion gear	0.10 - 0.15 (0.0039 - 0.0059)

Companion flange Runout [2WD (M/T Models)]

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Unit: mm (in)

Item	Limit
Companion flange face runout	0.08 (0.0031)
Inner side of the companion flange runout	0.08 (0.0031)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REAR FINAL DRIVE: R200V]

Companion		

INFOID:0000000007470660

	Unit: mm (in)
Item	Limit
Inner side of the companion flange runout	0.08 (0.0031)

Drive Pinion Runout [2WD (A/T Models)]

INFOID:0000000007470661

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Unit:	mm	(III)	

Item	Limit
Tip of drive pinion runout	0.8 (0.031)